I. CALL TO ORDER: Chairman Siva

- Pledge of Allegiance: Commissioner Briant
- Roll Call: Chairman Siva; Commissioner Arterberry; Commissioner Barsh, Commissioner Briant, Commissioner Hawkins;

II. PUBLIC COMMENTS:

At this time, the general public is invited to address the Planning Commission concerning any items that are not listed on the agenda, which are not public hearings or other items under the jurisdiction of the Planning Commission. Comments from the public of any non-agenda items will be limited to three (3) minutes in accordance with City policy.

III. PRESENTATION:

The Economic Development/Public Information Officer, Bill Manis, will be updating the Planning Commission on economic development.

IV. 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.
No items at this time.

V. PUBLIC HEARING

1. CONDITIONAL USE PERMIT (CUP) #13-801: A REQUEST BY STANLEY K. MILLER, DDS, TO EXPAND THE DENTAL/MEDICAL OFFICE LOCATED AT 6350 W. RAMSEY STREET IN THE GENERAL COMMERCIAL (GC) ZONE

Staff Report……………………………………………………………………...Page 1

Order of Procedure:
1. Request staff report / Questions of staff
2. Open public hearing
3. Close public hearing
4. Planning Commission discussion / Questions of staff
5. Motion and Second
6. Discussion on motion
7. Call the question (Roll call vote)

Recommendations:

That the Planning Commission take the following actions:

1. Adopt a Class I Categorical Exemption in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15301 (Existing Facilities).

2. Adopt PC Resolution No. 2013-04 approving Conditional Use Permit #13-801 subject to conditions of approval.

2. GENERAL PLAN AMENDMENT (GPA 13-2501) – AMENDMENT TO THE GENERAL PLAN CIRCULATION ELEMENT

Staff Report……………………………………………………………………...Page 30

Order of Procedure:
1. Request staff report / Questions of staff
2. Open public hearing
3. Close public hearing
4. Planning Commission discussion / Questions of staff
5. Motion and Second
6. Discussion on motion
7. Call the question (Roll call vote)
Recommendations:

That the Planning Commission take the following actions:

1. That the Planning Commission adopt 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).

3. **GENERAL PLAN AMENDMENT NO. 13-2502 – AMENDMENT TO LAND USE AND ECONOMIC DEVELOPMENT ELEMENT POLICIES TO PROVIDE FOR THE ATTRACTION AND RETENTION OF THE COMMERCIAL AND INDUSTRIAL DEVELOPMENT**

Staff Report………………………………………………………………………………………………Page 142

Order of Procedure:
1. Request staff report / Questions of staff
2. Open public hearing
3. Close public hearing
4. Planning Commission discussion / Questions of staff
5. Motion and Second
6. Discussion on motion
7. Call the question (Roll call vote)

Recommendations:

That the Planning Commission take the following actions:

1. That the Planning Commission adopt PC Resolution No. 2013-05 recommending to the City Council the approval of General Plan Amendment No. 13-2502 (Exhibit “A”), an amendment to the Land Use and Economic Development Elements to update relevant policies for attraction and retention of commercial and industrial uses that generate and increase revenues from sales tax, property tax, and provide jobs for the residents of Banning.
4. GENERAL PLAN ANNUAL REPORT CALENDAR YEAR 2012

Staff Report........................................................................................................................................Page 231

Order of Procedure:
1. Request staff report / Questions of staff
2. Open public hearing
3. Close public hearing
4. Planning Commission discussion / Questions of staff
5. Motion and Second
6. Discussion on motion
7. Call the question (Roll call vote)

Recommendations:

That the Planning Commission take the following actions:

1. Review and comment on the report.

2. Recommend to the City Council the approval of the report by adopting Resolution No. 2013-03 and direct staff to file it with the State Office of Planning and Research and State Department of Housing and Community Development.

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 April 3, 2013 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 Department (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
PLANNING COMMISSION REPORT

DATE: March 6, 2013

TO: Chairman and Members of the Planning Commission

FROM: Zai Abu Bakar, Community Development Director

SUBJECT: CONDITIONAL USE PERMIT (CUP) #13-801: A REQUEST BY
STANLEY K. MILLER, DDS, TO EXPAND THE DENTAL/MEDICAL
OFFICE LOCATED AT 6350 W. RAMSEY STREET IN THE GENERAL
COMMERCIAL (GC) ZONE.

STAFF RECOMMENDATION:

That the Planning Commission takes the following actions:

1. Adopt a Class I Categorical Exemption in compliance with California Environmental
Quality Act (CEQA) Guidelines Section 15301 (Existing Facilities); and,

2. Adopt PC Resolution No. 2013-04 approving Conditional Use Permit #13-801 subject to
conditions of approval.

PROJECT/APPLICANT INFORMATION:

Project Location: 6350 W. Ramsey Street, Suites A & B
APN Information: 419-112-014
Project Applicant: Stanley K. Miller, DDS
Property Owner: Sherry Siskin Sidney, Trustee of the Sidney Revocable Trust
Specific Plan: No
PROJECT BACKGROUND AND DESCRIPTION:

Project Description

The applicant is requesting approval to expand the dental/medical office use from the existing 1,875 square foot Suite A, up to and including the 1,295 square foot Suite B addition. If approved, the total building area occupied by the dental/medical office would be 3,170 square feet located in the General Commercial (GC) zoning district. Section 17.12.020 Permitted, conditional, and prohibited uses of the Zoning Ordinance allows medical services subject to approval of a Conditional Use Permit by the Planning Commission.

Site Description

The site where the dental/medical office is located consists of an improved outdoor shopping center located at the southeast corner of Ramsey Street and Highland Springs Avenue. The site consists of a 1.52 acre parcel with three existing buildings totaling approximately 19,666 square feet. The existing dental/medical office is located within Suite A of the northeasterly building. The subject project is a proposed expansion of the dental office that will include both Suites A and B within the existing building. The existing dental/medical office located in Suite A appears to have been established in 1998.

The parcel is rectangular being approximately 242 feet wide by 280 feet in depth; the ground is relatively flat-lying with a southwesterly slope. Some of the suites are not occupied and the property as a whole could use additional maintenance as the buildings appear to need painting and the asphalt concrete pavement is cracked and in need of repair. The landscaping consists of a lawn along the parkway frontage with a few trees, all of which are tired and could be upgraded or replaced. There is an existing trash enclosure located at the southern end of the property; however, it is of an older design that does not include adequate space to accommodate a recycling bin.

The site fronts on Ramsey Street and Highland Springs Avenue, which are classified as arterial highways, 110 feet in width. The street frontage is fully improved with curb, gutter, and sidewalk.

Surrounding Land Use

Located north of the site and across Ramsey Street is a Walgreens retail store. West of the site and across Highland Springs Avenue is an outdoor retail center located in the City of Beaumont with Stater Bros Market as a major tenant. Diagonal and across the intersection is an Arco Gas Station with a retail store. East of the site is a commercial building with a few small commercial suites. Located south of the site are a Chevron Gas Station with a retail store and a Denny’s Restaurant.

The nature of the surrounding uses, Zoning and General Plan land use designations are delineated for Planning Commission consideration in the following table.
Land Use Summary Table

<table>
<thead>
<tr>
<th>Subject Site</th>
<th>Existing Land Use</th>
<th>Zoning Designation</th>
<th>General Plan Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Existing retail store (Walgreens)</td>
<td>General Commercial</td>
<td>General Commercial</td>
</tr>
<tr>
<td>South</td>
<td>Gas Station/Restaurant (Arco/Denny’s)</td>
<td>General Commercial</td>
<td>General Commercial</td>
</tr>
<tr>
<td>East</td>
<td>Commercial building</td>
<td>General Commercial</td>
<td>General Commercial</td>
</tr>
<tr>
<td>West</td>
<td>Existing outdoor shopping center (Stater Bros Market)</td>
<td>General Commercial (City of Beaumont)</td>
<td>General Commercial (City of Beaumont)</td>
</tr>
</tbody>
</table>

PROJECT ANALYSIS:

Zoning

The project is located in the General Commercial (GC) zoning district. This district is the broadest of the City's commercial districts, and allows food and drug stores; home improvement; auto sales, leasing, service and repair; department and general retail outlets; merchandise leasing; neighborhood serving retail and services; restaurants; entertainment uses; gas stations; general offices (secondary to retail); mixed uses; and financial institutions. Section 17.12.020 **Permitted, conditional, and prohibited uses** of the zoning ordinance allows medical services subject to approval of a Conditional Use Permit (CUP) by the Planning Commission.

Planning Commission consideration of the proposed CUP shall include whether the proposed use should be permitted by weighing the public need for the benefit to be derived from the use against any negative or undesirable impacts which it may cause. Limits which the Planning Commission might want to impose could include conditions that help make the use more compatible with the existing neighborhood.

Compliance with GC Development Standards

The site is accessed by a driveway fronting Ramsey Street and a driveway fronting Highland Springs Avenue. The applicant will be required to submit building plans for review and approval of the Building and Safety Division and Planning Division to assure compliance with development regulations for modifications proposed for the existing building.

The table below shows how the proposed project meets those standards.
# Commercial and Industrial Development Standards

<table>
<thead>
<tr>
<th>Development Standards</th>
<th>Required</th>
<th>Provided</th>
<th>Complies With Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Size</td>
<td>6,000 sf</td>
<td>66,211 sf</td>
<td>Yes</td>
</tr>
<tr>
<td>Minimum Lot Width</td>
<td>60 feet</td>
<td>242 feet</td>
<td>Yes</td>
</tr>
<tr>
<td>Minimum Lot Depth</td>
<td>100 feet</td>
<td>280 feet</td>
<td>Yes</td>
</tr>
<tr>
<td>Minimum Front Setback</td>
<td>10 feet</td>
<td>10 feet</td>
<td>Yes</td>
</tr>
<tr>
<td>Minimum Rear Setback</td>
<td>0 feet</td>
<td>3 feet</td>
<td>Yes</td>
</tr>
<tr>
<td>Minimum Side Yard</td>
<td>0 feet</td>
<td>10 feet</td>
<td>Yes</td>
</tr>
<tr>
<td>Minimum Side Yard Setback</td>
<td>Adjacent to street: 5 feet</td>
<td>Adjacent to street: 5 feet</td>
<td>Yes</td>
</tr>
<tr>
<td>Maximum Building</td>
<td>35 %</td>
<td>30 %</td>
<td>Yes</td>
</tr>
<tr>
<td>Maximum Building Coverage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td>2 stories/35 feet</td>
<td>1 story/16 feet</td>
<td>Yes</td>
</tr>
<tr>
<td>Maximum Fence/Wall</td>
<td>6 feet</td>
<td>6 feet</td>
<td>Yes</td>
</tr>
<tr>
<td>Height</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* per Table 17.12.030 of the Banning Municipal Code.

## Parking Requirements

Table 17.28.040.B of the zoning ordinance requires one space for each 250 square feet of gross floor area for shopping centers. Using that formula, the building area is estimated at 19,666 square feet; therefore, 79 parking spaces are required. The site provides 96 parking spaces. To accommodate deliveries to the proposed use, one additional loading space is required.

## Landscaping and Lighting Design

The landscaping consists of a lawn along the parkway frontage with a few trees, all of which looks tired and could be upgraded or replaced. The zoning ordinance requires that at least 15% of the parking area be landscaped. A landscaping calculation was not provided by the applicant, so no further discussion can be made regarding compliance with the present landscaping design guidelines.

The parking area has a few existing lighting fixtures located on poles to provide parking area safety lighting. A conceptual lighting plan was not provided by the applicant, so no further discussion can be made regarding compliance with parking area lighting. A condition of approval is recommended to be placed upon the applicant requiring minimum parking area safety lighting due to patients utilizing the parking area during darkness.
Conclusion

Staff recommends approval of the subject conditional use permit as the proposed project is consistent with the requirements of the zoning code, while not significantly effecting the environment. Additionally, the use of the existing commercial building as a dental/medical office would not significantly impact the character of the existing neighborhood, as the commercial building is existing, and commercial uses surround the site.

ENVIRONMENTAL RESOURCES:

The Planning Commission, in light of the whole record before it, including but not limited to, the City's Local CEQA Guidelines, the recommendation of the Planning Division as provided in this Staff Report dated March 6, 2013, and documents incorporated herein by reference, and any other evidence (within the meaning of Public Resources Code § 21080(e) and § 21082.2) within the record or provided at the public hearing of this matter, hereby finds and determines as follows:

1. CEQA

   (a) The project is Categorically Exempt from CEQA in accordance with Section 15301 (Existing Facilities-Class 1) in that the staff report submitted by the Planning Division and other findings made in this Resolution demonstrate that Conditional Use Permit #13-801 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of original construction. Examples include the exterior alterations involving such things as electrical conveyances; existing facilities of both investor and publicly-owned utilities used to provide public utility services; and, additions to existing structures provided that the addition will not result in an increase of more than 50 percent of the floor area of the structures before the addition, or 2,500 square feet, whichever is less.

   (b) None of the exceptions to the Categorical Exemptions contained in CEQA Guidelines Section 15300.2 prevent CEQA Guidelines Section 15301 from exempting the project for the following reasons:

      i. The project is not a Class 3 (new construction or conversion of small structures), Class 4 (minor alterations to land), Class 5 (Minor Alterations in Land Use Limitations), Class 6 (Information Collection), or Class 11 (Accessory Structures) project; and, therefore is not subject to the exception pertaining to projects located in particularly sensitive environments.

      ii. The nature of the project is such that significant cumulative impacts will not occur from successive projects of this type occurring in the same location over time. The General Commercial (GC) zoning standards regulates the land use around the site. Located north of the site and across Ramsey Street is a Walgreens retail store. West of the site and across Highland Springs Avenue is
an outdoor retail center located in the City of Beaumont with Stater Bros Market as a major tenant. Diagonal and across the intersection is an Arco Gas Station with a retail store. East of the site is a commercial building with a few small commercial suites. Located south of the site are a Chevron Gas Station with a retail store and a Denny’s Restaurant. This is a long-established, freeway-adjacent, commercial area along Ramsey Street, one of the City’s major commercial corridors.

iii. There is no reasonable possibility that unusual circumstances will cause the project to have a significant effect on the environment because the existing commercial building used as a medical office is not in itself a hazardous use; the City’s utilities and roads are adequate to serve the project and the surrounding properties are not environmentally sensitive properties.

iv. The project will not result in damage to scenic resources within a designated state scenic highway because there is no designated state scenic highway in the project area.

v. The project site has not been listed as a hazardous waste and substance facility or site by the Department of Toxic Substances Control pursuant to California Government Code Section 659625.

vi. The project will not cause a substantial adverse change to the significance of a historical resource. The site is developed as a commercial building and there is no historical resource located on the site or in its immediate surroundings that will be demolished, destroyed, relocated, or altered such that the significance of the historical resource would be materially impaired.

2. Multiple Species Habitat Conservation Plan (MSHCP).

The project is found to be consistent with the MSHCP. The project is located outside of any MSHCP criteria area and mitigation is provided through payment of the MSHCP Mitigation Fee.

REQUIRED FINDINGS FOR CONDITIONAL USE PERMIT NO. 13-801:

Section 17.52.050 requires that each Conditional Use Permit application meet certain findings in order to be approved by the Planning Commission. The following findings are made for the CUP:

Finding No. 1: The proposed project is consistent with the General Plan.

Findings of Fact: The project is consistent with the General Plan because the project site is zoned GC and designated General Commercial on the General Plan Land Use Map. The GC zone allows dental/medical office use to locate within an existing commercial building subject to approval of a Conditional Use Permit by Planning Commission. Furthermore, the project is consistent with the General Plan Land Use Goal of “a balanced, well planned community including businesses which provides a functional pattern of land uses and enhances the quality of life for all Banning residents”. A dental/medical office provides
services that contribute to the increased health and improved quality of life for all by endeavoring to improve the health of the all residents.

Additionally, any improvements proposed or conditioned on the project for the existing commercial building will be in conformance with the zoning ordinance in particular Division III Development Standards for the General Commercial zone. The project is in keeping with the spirit and intent of the General Plan and therefore is consistent with the General Plan.

Finding No. 2: The proposed use is conditionally permitted within the subject land use district and complies with the applicable provisions of the Zoning Code.

Findings of Fact: The use of an existing commercial building as a dental/medical office is allowed in accordance with Section 17.12.020 Permitted, conditional and prohibited uses of the zoning ordinance subject to approval of a Conditional Use Permit by Planning Commission. Additionally, the existing building meets the front, rear, and side setback requirements of the GC development standards. The proposed project is conditioned as referenced herein to meet all local standards pertaining to the dental/medical office use and any proposed improvements.

Finding No. 3: The proposed use would not impair the integrity and character of the land use district in which it is to be located.

Findings of Fact: The proposed use will not impair the integrity and character of the General Commercial land use district in which it is to be located because the project is occupying an existing building constructed for commercial use and it is surrounded by a mix of existing commercial uses along a well-established commercial corridor of the City (Ramsey Street and Highland Springs Avenue).

Finding No. 4: The subject site is physically suitable for the type and intensity of land use being proposed.

Findings of Fact: The subject site is currently developed with 19,666 square feet of commercial buildings along with a paved parking lot. The 1.52 acre land area is of adequate size to accommodate the proposed use including building setbacks, parking, and landscaping with conditions. The proposed expansion of the dental/medical office will take place within the footprint of the existing building and will not further impact the site.

Finding No. 5: There are adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.

Finding of Fact: The site is served by the public and private utilities, including the City’s water, sewer, and electrical utilities. The existing commercial building is currently accessed and served from Ramsey Street and Highland Springs Avenue, existing fully developed public arterial highways. The proposed expansion of the dental/medical office will take place within the footprint of the existing building.
Finding No. 6: There will not be significant harmful effects upon environmental quality, natural resources or neighborhood characteristics.

Finding of Fact: There is no evidence that the proposed project will have the potential for any adverse effect on environmental quality, wildlife resources, or the habitat upon which wildlife depends. The site is already developed with an existing commercial building and parking area. The proposed expansion of the dental/medical office will take place within the footprint of the existing building and will not further impact the site. The site was found to contain no suitable habitat for threatened or endangered species. There is no evidence that vernal pool complex, similar bodies of water, or conditions suitable for forming such bodies of water exist on the site. The site and surrounding neighborhood is currently developed. The parcel is flat (unable to support bodies of water).

Finding No. 7: The proposed location, size, design and operating characteristics of the proposed use will not be detrimental to the public interests, health, safety, convenience, or welfare of the City.

Finding of Fact: A dental/medical office is a conditionally permitted use in the General Commercial (GC) zone. The use of an existing commercial building at 6350 W. Ramsey Street as a dental/medical office will not be detrimental to the City’s health, safety, and welfare in that it complies with the development standards of the zoning ordinance with the conditions of approval referenced herein. The project will not generate excessive noise or traffic. Furthermore, CEQA Guidelines Section 15301 exempts the project because it is an existing facility.

PUBLIC COMMUNICATION:

The proposed project was advertised in the Press Enterprise newspaper, and notices were mailed to all property owners within a 300-foot radius of the site on February 23, 2013. As of the date of this report, staff has not received any verbal or written comments for or against the proposed project.

PREPARED BY:

Brian Guillot
Associate Planner

APPROVED BY:

Zar Abu Bakar
Community Development Director

PC Attachments:

1. PC Resolution No. 2013-04 (with Conditions of Approval)
2. Vicinity Map and Aerial Photo
3. Site Photographs
4. Plans
5. Applicant’s statement of purpose
Attachment 1

(PC Resolution No. 2013-04)
RESOLUTION NO. 2013-04

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BANNING, CALIFORNIA APPROVING CONDITIONAL USE PERMIT NO. 13-801 TO USE THE BUILDING LOCATED AT 6350 W. RAMSEY STREET IN THE GENERAL COMMERCIAL (GC) ZONE FOR A DENTAL/MEDICAL OFFICE

WHEREAS, an application for a medical office has been duly filed by:

Project Applicant: Stanley K. Miller, DDS
Property Owner: Sherry Siskin Sidney, Trustee of the Sidney Revocable Trust
Project Location: 6350 W. Ramsey Street, Suites A and B
APN Number: 419-112-014
Lot Size: 1.52 acres

WHEREAS, the Planning Commission has the authority per Chapters 17.52 and 17.88 of the Banning Municipal Code to take action on Conditional Use Permit No. 11-801: A request to use the existing building located at 6350 W. Ramsey Street in the General Commercial (GC) zone for a dental/medical office; and

WHEREAS, on February 23, 2013, the City gave public notice by advertising in the Press Enterprise, a newspaper of general circulation within the City of Banning, and by mailing notices to property owners within 300 feet of the project of the holding of a public hearing at which the project would be considered; and

WHEREAS, on March 6, 2013, the Planning Commission held the noticed public hearing at which interested persons had an opportunity to testify in support of, or in opposition to Conditional Use Permit No.13-801; and, at which the Planning Commission considered the Conditional Use Permit; and

WHEREAS, the project’s potential effects on the environment and has recommended that the project is categorically exempt from the California Environmental Quality Act (“CEQA”) under CEQA Guidelines Section 15301 “Existing Facilities” and the exceptions to the categorical exemptions contained in CEQA Guidelines Section 15300.2 are not applicable to the project because the project involves approving a medical office use in an existing commercial building.

NOW THEREFORE, the Planning Commission of the City of Banning does Resolve, Determine, Find, and Order as follows:
SECTION 1 ENVIRONMENTAL FINDINGS.

The Planning Commission, in light of the whole record before it, including but not limited to, the City’s Local CEQA Guidelines, the recommendation of the Planning Division as provided in this Staff Report dated May 4, 2011 and documents incorporated herein by reference, and any other evidence (within the meaning of Public Resources Code § 21080(e) and § 21082.2) within the record or provided at the public hearing of this matter, hereby finds and determines as follows:

1. CEQA

(a) The project is Categorically Exempt from CEQA in accordance with Section 15301 (Existing Facilities-Class 1) in that the staff report submitted by the Planning Division and other findings made in this Resolution demonstrate that Conditional Use Permit #13-801 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of original construction. Examples include the exterior alterations involving such things as electrical conveyances; existing facilities of both investor and publicly-owned utilities used to provide public utility services; and, additions to existing structures provided that the addition will not result in an increase of more than 50 percent of the floor area of the structures before the addition, or 2,500 square feet, whichever is less.

(b) None of the exceptions to the Categorical Exemptions contained in CEQA Guidelines Section 15300.2 prevent CEQA Guidelines Section 15301 from exempting the project for the following reasons:

   i. The project is not a Class 3 (new construction or conversion of small structures), Class 4 (minor alterations to land), Class 5 (Minor Alterations in Land Use Limitations), Class 6 (Information Collection), or Class 11 (Accessory Structures) project; and, therefore is not subject to the exception pertaining to projects located in particularly sensitive environments.

   ii. The nature of the project is such that significant cumulative impacts will not occur from successive projects of this type occurring in the same location over time. The General Commercial (GC) zoning standards regulates the land use around the site. Located north of the site and across Ramsey Street is a Walgreens retail store. West of the site and across Highland Springs Avenue is an outdoor retail center located in the City of Beaumont with Stater Bros Market as a major tenant. Diagonal and across the intersection is an Arco Gas Station with a retail store. East of the site is a commercial building with a few small commercial suites. Located south of the site are a Chevron Gas Station with a retail store and a Denny’s Restaurant. This is a long-established, freeway-adjacent, commercial area along Ramsey Street, one of the City’s major commercial corridors.

   iii. There is no reasonable possibility that unusual circumstances will cause the project to have a significant effect on the environment because the existing
commercial building used as a medical office is not in itself a hazardous use; the City's utilities and roads are adequate to serve the project and the surrounding properties are not environmentally sensitive properties.

iv. The project will not result in damage to scenic resources within a designated state scenic highway because there is no designated state scenic highway in the project area.

v. The project site has not been listed as a hazardous waste and substance facility or site by the Department of Toxic Substances Control pursuant to California Government Code Section 659625.

vi. The project will not cause a substantial adverse change to the significance of a historical resource. The site is developed as a commercial building and there is no historical resource located on the site or in its immediate surroundings that will be demolished, destroyed, relocated, or altered such that the significance of the historical resource would be materially impaired.

2. Multiple Species Habitat Conservation Plan (MSHCP).

The project is found to be consistent with the MSHCP. The project is located outside of any MSHCP criteria area and mitigation is provided through payment of the MSHCP Mitigation Fee.

SECTION 2. REQUIRED FINDINGS.

Section 17.52.050 requires that each Conditional Use Permit application meet certain findings in order to be approved by the Planning Commission. The following findings are made for the CUP:

Finding No. 1: The proposed project is consistent with the General Plan.

Findings of Fact: The project is consistent with the General Plan because the project site is zoned GC and designated General Commercial on the General Plan Land Use Map. The GC zone allows dental/medical office use to locate within an existing commercial building subject to approval of a Conditional Use Permit by Planning Commission. Furthermore, the project is consistent with the General Plan Land Use Goal of “a balanced, well planned community including businesses which provides a functional pattern of land uses and enhances the quality of life for all Banning residents”. A dental/medical office provides services that contribute to the increased health and improved quality of life for all by endeavoring to improve the health of the all residents.

Additionally, any improvements proposed or conditioned on the project for the existing commercial building will be in conformance with the zoning ordinance in particular Division III Development Standards for the General Commercial zone. The project is in keeping with the spirit and intent of the General Plan and therefore is consistent with the General Plan.
Finding No. 2: The proposed use is conditionally permitted within the subject land use district and complies with the applicable provisions of the Zoning Code.

Findings of Fact: The use of an existing commercial building as a dental/medical office is allowed in accordance with Section 17.12.020 Permitted, conditional and prohibited uses of the zoning ordinance subject to approval of a Conditional Use Permit by Planning Commission. Additionally, the existing building meets the front, rear, and side setback requirements of the GC development standards. The proposed project is conditioned as referenced herein to meet all local standards pertaining to the dental/medical office use and any proposed improvements.

Finding No. 3: The proposed use would not impair the integrity and character of the land use district in which it is to be located.

Findings of Fact: The proposed use will not impair the integrity and character of the General Commercial land use district in which it is to be located because the project is occupying an existing building constructed for commercial use and it is surrounded by a mix of existing commercial uses along a well-established commercial corridor of the City (Ramsey Street and Highland Springs Avenue).

Finding No. 4: The subject site is physically suitable for the type and intensity of land use being proposed.

Findings of Fact: The subject site is currently developed with 19,666 square feet of commercial buildings along with a paved parking lot. The 1.52 acre land area is of adequate size to accommodate the proposed use including building setbacks, parking, and landscaping with conditions. The proposed expansion of the dental/medical office will take place within the footprint of the existing building and will not further impact the site.

Finding No. 5: There are adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety.

Finding of Fact: The site is served by the public and private utilities, including the City’s water, sewer, and electrical utilities. The existing commercial building is currently accessed and served from Ramsey Street and Highland Springs Avenue, existing fully developed public arterial highways. The proposed expansion of the dental/medical office will take place within the footprint of the existing building.

Finding No. 6: There will not be significant harmful effects upon environmental quality, natural resources or neighborhood characteristics.

Finding of Fact: There is no evidence that the proposed project will have the potential for any adverse effect on environmental quality, wildlife resources, or the habitat upon which wildlife depends. The site is already developed with an existing commercial building and parking area. The proposed expansion of the dental/medical office will take place within the footprint of the existing building and will not further impact the site. The site was found to
contain no suitable habitat for threatened or endangered species. There is no evidence that vernal pool complex, similar bodies of water, or conditions suitable for forming such bodies of water exist on the site. The site and surrounding neighborhood is currently developed. The parcel is flat (unable to support bodies of water).

Finding No. 7: The proposed location, size, design and operating characteristics of the proposed use will not be detrimental to the public interests, health, safety, convenience, or welfare of the City.

Finding of Fact: A dental/medical office is a conditionally permitted use in the General Commercial (GC) zone. The use of an existing commercial building at 6350 W. Ramsey Street as a dental/medical office will not be detrimental to the City’s health, safety, and welfare in that it complies with the development standards of the zoning ordinance with the conditions of approval referenced herein. The project will not generate excessive noise or traffic. Furthermore, CEQA Guidelines Section 15301 exempts the project because it is an existing facility.

SECTION 3 PLANNING COMMISSION ACTIONS.

The Planning Commission hereby takes the following actions:

1. In accordance with Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062 the Planning Commission hereby approves a categorical exemption under CEQA Guidelines Section 15301 and directs the Planning Director to prepare and file with the Clerk for the County of Riverside a notice of exemption as provided under Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062.

2. Conditional Use Permit (CUP) #13-801 is hereby approved subject to the Conditions of Approval attached hereto and incorporated herein by reference as Exhibit A.
PASSED, APPROVED AND ADOPTED this 6th day of March, 2013.

Kevin Siva, Chairman
Banning Planning Commission

APPROVED AS TO FORM AND LEGAL CONTENT:

Lona N. Laymon
Aleshire & Wynder, LLP
Assistant City Attorney
City of Banning, California

ATTEST:

Holly Stuart, Recording Secretary
City of Banning, California

CERTIFICATION:

I, Holly Stuart, Recording Secretary of the Planning Commission of the City of Banning, California, do hereby certify that the foregoing Resolution, No. 2013-04, was duly adopted by the Planning Commission of the City of Banning, California, at a regular meeting thereof held on the 6th day of March, 2013, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Holly Stuart, Recording Secretary
City of Banning, California
EXHIBIT A

PROJECT #: Conditional Use Permit #13-801
SUBJECT: Conditions of Approval
APPLICANT: Stanley K. Miller, DDS
LOCATION: 6350 W. Ramsey Street, Suites A and B

* All fair share agreements, covenant agreements and agreements subject to recordation will be subject to review and approval by the City Attorney and will include appropriate enforcement provisions by the City and be properly securitized.

I. General/On-Going.

Community Development Department

1. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, lawsuits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively “Actions”), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City’s defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any action brought and City shall cooperate with applicant in the defense of the action.
2. If during the term of the permit the City determines based upon substantial evidence that the permit activity is exercised so as to be detrimental to the public health, safety or welfare, or, so as to be a nuisance to other property owners in the general area which by any means shall interfere with the comfortable peaceful use, possession and enjoyment of property by any person, the Conditional Use Permit #13-801 shall be subject to revocation as outlined in section 17.52.100 "Revocation" of the Banning Zoning Code.

3. Construction shall commence within two (2) years from the date of Planning Commission approval, or the conditional use permit shall become null and void. Additionally, if after commencement of construction work is discontinued for a period of one year, the conditional use permit shall become null and void. The Community Development Director may upon an application being filed 30 days prior to expiration and for good cause, grant a one time extension not to exceed 12 months.

4. Approval of this entitlement shall not waive compliance with all sections of the Municipal Code and all other applicable City Ordinances in effect at the time of building permit issuance.

5. A copy of the signed resolution of approval and all conditions of approval shall be reproduced in legible form on any grading plans, site plan, and building and construction plans submitted for review and approval as required by the reviewing department.

6. Trash collection shall occur between the hours of 8:00 a.m. and 6:00 p.m. only.

7. All graffiti shall be removed immediately or within 24 hours of notice from the City.

8. The entire site shall be kept free from trash and debris at all times and in no event shall trash and debris remain for more than 24 hours.

9. Parking area safety lighting shall be maintained in working order at all times and meet the minimum lighting levels for the safety of pedestrians and vehicles using the site.

10. The property owner shall permanently maintain all parking lot signs and markings in a clear and visible manner.

11. Maintenance/Cleaning of the parking lot shall not occur between 10 p.m. and 6 a.m. daily.

12. The property owner shall continually maintain all landscaped areas on-site, as well as contiguous planted areas within the parkway in accordance with the approved landscape and irrigation plan. All landscaped areas shall be kept free from weeds and debris and maintained in healthy and thriving condition, and shall receive regular pruning, fertilizing, mowing, and trimming. Any damaged, dead, diseased, or decaying plant material shall be replaced within 30 days of notice from the City.
13. The site shall be developed and maintained in accordance with the stamped approved plans which include site plans, architectural elevations, exterior materials and colors and any grading plan on file in the Planning Division; the conditions contained herein; and, Municipal Code regulations.

II. Prior to Issuance of a Certificate of Occupancy.

14. If the building is modified, plans shall be submitted for plan check and approved prior to construction. All plans shall be marked with the project number (i.e., CUP #13-801). The applicant shall comply with 2007 California Model Codes, and all other applicable codes, ordinances, and regulations in effect at the time of permit application.

15. A preconstruction meeting shall be held for all participating field personnel and appropriate City staff prior to the commencement of construction activities.

16. Provide for the following design features for the existing commercial building, to the satisfaction of the Community Development Director:

   • Restripe the parking area to provide one loading zone adjacent to the proposed use in accordance with the zoning ordinance.
   • Upgrade the trash enclosure in accordance with current developments standards. The enclosure shall be constructed of masonry walls with steel gates in accordance with the requirements of the Public Works Department.
   • All roof mounted equipment and/or projections shall be shielded from view and the sound buffered from adjacent properties. Such screening shall be architecturally integrated with the building design.
Attachment 2

(Vicinity map and aerial photo)
Attachment 3

(Site photograph)
Attachment 4
(Plans)
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<td>The Dental Works</td>
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<td>Yeyun Green Massage Spa</td>
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**Approximate Sq Ft**: 19,666
Attachment 5
(Applicant’s statement of purpose)
Whom It May Concern

RE: Tenant Improvement

02/24/2013

This purpose of this project is to expand our existing dental office. We have been tenants at this location for approximately 15 years. We are currently occupying Unit A and wish to expand into Unit B. Our office provides a variety of dental services to the residents of Banning, including specialty services such as implants and laser surgery. We offer affordable services to meet the needs of each individual patient. We give discounts to patients who do not have insurance, are low income, or seniors on a fixed budget. Our office is open Monday through Thursday from 8:00 AM to 5:00 PM. We currently have 15 staff members and we see on average an estimated 55 patients per day. A large portion of our patients are Banning residents who have been coming to the office for over 10 years, some of which since the office opened. Our patient base is growing daily in a very limited space. We wish to continue to grow our practice and to provide quality oral healthcare services to the community.
CITY OF BANNING
PLANNING COMMISSION REPORT

DATE: March 6, 2013

TO: Planning Commission

FROM: Zai Abu Bakar, Community Development Director

SUBJECT: GENERAL PLAN AMENDMENT (GPA 13-2501) – AMENDMENT TO THE GENERAL PLAN CIRCULATION ELEMENT

STAFF RECOMMENDATION:
That the Planning Commission adopt 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).

BACKGROUND:
The proposed General Plan Amendment is to:

1. Change the citywide policy for roadway or Level-of-Service (LOS) from C to D.
2. 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 11, 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

1. 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 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 developed with homes or 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.

**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 changed 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 COMMUNICATION:
The public hearing notice and the Notice of Availability of the Final Environmental Impact Report for the Planning Commission meeting was published in Record Gazette on February 22, 2013. As of the writing of this report, staff has not received any public comments.

Prepared by:  
Zai Abu Bakar  
Community Development Director

Reviewed by:  
Duane Burk  
Director of Public Works

PC Attachments:

1. PC Resolution No. 2013-06
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. 2013-06

A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF BANNING, CALIFORNIA
RECOMMENDING TO THE CITY COUNCIL THE
CERTIFICATION OF THE FINAL ENVIRONMENTAL
IMPACT REPORT AND APPROVAL OF GENERAL PLAN
AMENDMENT (GPA 13-2501)

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 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

5
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 February 22, 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 6, 2013, the Planning Commission 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 Planning Commission considered the Final EIR and General Plan Amendment No. 13-2501; and,

NOW THEREFORE, the Planning Commission of the City of Banning does hereby find, determine, and resolve 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 Planning Commission, 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.

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 I-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. PLANNING COMMISSION ACTION.

The Planning Commission hereby takes the following action:

Adopt Planning Commission Resolution No. 2013-06 recommending approval to the City Council the certification of the Final EIR and approval General Plan Amendment No. 13-2501 as reference herein as Exhibit A, based on the findings of facts indicated in this resolution and the administrative record.

PASSED, APPROVED AND ADOPTED this 6th day of March 2013.

______________________________
Kevin Siva, Chairman
Banning Planning Commission

APPROVED AS TO FORM AND
LEGAL CONTENT:

______________________________
Lona N. Laymon
Aleshire & Wynder, LLP
Assistant City Attorney
City of Banning, California

ATTEST:

______________________________
Holly Stuart, Recording Secretary
City of Banning, California
CERTIFICATION:

I, Holly Stuart, Recording Secretary of the Planning Commission of the City of Banning, California, do hereby certify that the foregoing Resolution, No. 2013-06, was duly adopted by the Planning Commission of the City of Banning, California, at a regular meeting thereof held on the 6th day of March 2013, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

___________________________
Holly Stuart, Recording Secretary
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 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>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 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>
<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 Malki 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></td>
</tr>
<tr>
<td>(4 lanes with left turn pockets)</td>
<td></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</td>
<td>Sunset from Wilson to Mesa</td>
</tr>
<tr>
<td>pockets)</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>
<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 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
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 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. W 730

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

MINIMUM PAYING 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 Level of Service</th>
</tr>
</thead>
<tbody>
<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
• 8th Street – Ramsey Street to State Route 243
• San Gorgonio – Lincoln to State Route 243
• Hathaway Street – Ramsey Street to Morongo Road

? →
• 18th Street – Highland Springs Avenue to Highland Home Road
• Wilson Street – Highland Springs Avenue to Hathaway
• Ramsey Street – Highland Springs Avenue to Hathaway
• Sun Lakes Boulevard – Highland Springs Avenue to Highland Home Road
• Lincoln Street – Highland Home Road to Hathaway

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 is 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>
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<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>
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<td></td>
</tr>
<tr>
<td>N of Ramsey</td>
<td>10,823</td>
<td>19,930</td>
</tr>
<tr>
<td>S of Ramsey</td>
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<td>43,562</td>
</tr>
<tr>
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<td>43,562</td>
</tr>
<tr>
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<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>
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<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>
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<td></td>
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<tr>
<td>W of Hargrave</td>
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<td>E of Hargrave</td>
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</tr>
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<td>E. of 22nd St.</td>
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<td>W. of 22nd St.</td>
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<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>
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<td>W of 8th</td>
<td>3,730</td>
<td>30,458</td>
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<td>E of 8th</td>
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<td>35,531</td>
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<tr>
<td><strong>Ramsey St.</strong></td>
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<td></td>
</tr>
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<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>
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<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>Intersection</td>
<td>North Traffic</td>
<td>South Traffic</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>
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<td>19,201</td>
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<tr>
<td><strong>Wilson St.</strong></td>
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<td></td>
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<tr>
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<td>12,303</td>
<td>28,211</td>
</tr>
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<td>E. of Sunset Ave.</td>
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<td>22,350</td>
</tr>
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<td>E of 8th</td>
<td>8,631</td>
<td>20,298</td>
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<td>W. of Highland Springs Ave.</td>
<td>6,427</td>
<td>12,489</td>
</tr>
<tr>
<td>E. of Highland Springs Ave.</td>
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<td>25,318</td>
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<tr>
<td><strong>Sunset Ave.</strong></td>
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<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>
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<td>S of I-10 WB Ramps</td>
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<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>
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<td>S of Lincoln</td>
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<td>10,696</td>
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<td><strong>Highland Springs Ave.</strong></td>
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</tr>
<tr>
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<td>40,378</td>
</tr>
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<td>S of Wilson</td>
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</tr>
<tr>
<td>N of Ramsey</td>
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<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>
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<td>N of I-10 EB Ramps</td>
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<td>45,062</td>
</tr>
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<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><strong>Sun Lakes Blvd./First St.</strong></td>
<td></td>
<td>20,214</td>
</tr>
<tr>
<td>W of Highland Springs</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td><strong>Highland Home Rd.</strong></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><strong>Fields Road</strong></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><strong>Interstate 10 WB Ramps</strong></td>
<td></td>
<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>
</tr>
<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>
<tr>
<td>Street Direction</td>
<td>Trip Generation</td>
<td>Traffic Flow</td>
</tr>
<tr>
<td>------------------</td>
<td>-----------------</td>
<td>--------------</td>
</tr>
<tr>
<td>E of 8&lt;sup&gt;th&lt;/sup&gt;</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>
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<td>10,847</td>
</tr>
<tr>
<td>W of Fields</td>
<td>57</td>
<td>13,138</td>
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<tr>
<td>E of Fields</td>
<td>11,397</td>
<td>11,397</td>
</tr>
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</table>

**Interstate 10 EB Ramps**

<table>
<thead>
<tr>
<th>Street Direction</th>
<th>Trip Generation</th>
<th>Traffic Flow</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 8&lt;sup&gt;th&lt;/sup&gt;</td>
<td>7,758</td>
<td>15,873</td>
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<td>E of 8&lt;sup&gt;th&lt;/sup&gt;</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>
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</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.
<table>
<thead>
<tr>
<th>Roadway Classification</th>
<th>Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Arterial Highway</td>
<td>Highland Springs from Cherry Valley to Potrero Blvd.</td>
</tr>
<tr>
<td>(6 lanes with left turn pockets)</td>
<td></td>
</tr>
<tr>
<td>Major or Arterial Highway</td>
<td>Highland Home from Cherry Valley Blvd. to Sun Lakes Blvd.</td>
</tr>
<tr>
<td>(4 lanes with left turn pockets)</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>Secondary Highway</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 F; 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 transsects 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.
Source: Kunzman Associates

Legend

- 7 = Daily Traffic Volume in 1000's
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

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**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

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**Policy 3**

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

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**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

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**Policy 4**

Proactively participate in regional transportation planning.

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**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

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**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.

Remarks: 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.

Remarks: 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

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
**Schedule:** 2005-2006.

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:** 2005-2006.

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.
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
### 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 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>
<td></td>
</tr>
<tr>
<td>B-1 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>
<td></td>
</tr>
<tr>
<td>C-1 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>
<td></td>
</tr>
<tr>
<td>D-1 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>
<td></td>
</tr>
<tr>
<td>E-1 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>
<td></td>
</tr>
<tr>
<td>F-1 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>
<td></td>
</tr>
<tr>
<td>G-1 Admin Svcs Finance</td>
<td>1</td>
<td>Expenditures – Reduce costs (other)</td>
<td></td>
<td>Hire Finance staff person (purchasing focus). Research deals/negotiate cost reductions.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H-1 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>
<td></td>
</tr>
</tbody>
</table>
### CITY OF BANNING

**STRATEGIC PLAN**  
2011-2016

**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>
<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 (Hours w/ Personnel or Consultant Budget where applicable)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-1</td>
<td>Admin Svc 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 Svc 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 Svc Finance</td>
<td>2</td>
<td>Reserves – Increase</td>
<td>Unknown</td>
<td>Ability to increase reserves is subject to a balanced budget and excess revenues.</td>
<td></td>
</tr>
<tr>
<td>L-1</td>
<td>Admin Svc Finance</td>
<td>3</td>
<td>Enterprise Resource Planning (ERP) Software</td>
<td>Unknown</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>
<td></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>Utilize eCivis online grant management to locate information on all available grants.</td>
<td></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></td>
<td></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></td>
<td></td>
<td>Ongoing</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></td>
<td></td>
<td>Ongoing. 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></td>
<td></td>
<td>Ongoing</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></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>
</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 (M/KW/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>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 ideas.</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 &quot;A&quot; (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>
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</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-Amplifiers 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** - 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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<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/Sep 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 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. 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 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>
<td></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>

*Note: All milestones and completion dates are subject to change based on funding availability and community input.*
**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.*

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<th>Dept.</th>
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</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>
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<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>
### Strategic Plan
#### 2011-2016

**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>
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<tr>
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<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 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>
<td></td>
</tr>
<tr>
<td>C-7 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>
<td></td>
</tr>
<tr>
<td>D-7 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>
<td></td>
</tr>
<tr>
<td>E-7 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>
<td></td>
</tr>
<tr>
<td>F-7 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>
<td></td>
</tr>
<tr>
<td>G-7 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>
<td></td>
</tr>
<tr>
<td>H-7 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>
<td></td>
</tr>
<tr>
<td>I-7 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>
<td></td>
</tr>
<tr>
<td>J-7 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>
<td></td>
</tr>
</tbody>
</table>
Exhibit “D”

Intersection Analyzed for the Change in LOS C to D
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

LEGEND

1: Study Area Intersections

Source:Transport Information, Inc.
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 has been 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 on June 4, 2012. Therefore, however, the current conforming RTP adopted by SCAG remains is 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.
FIGURE 3.3

City of Banning Circulation Element
General Plan Amendment
Existing General Plan Street System

SOURCE: Kunamar Associates
KACOB1101G/DP Street System.cdr (3/30/13)
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”

February 22, 2013 Proof of Publication in the Record Gazette
I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer and publisher of Record Gazette, a newspaper published in the English language in the City of Banning, County of Riverside, and adjudicated a newspaper of general circulation as defined by the laws of the state of California by the Superior Court of the County of Riverside, under the date October 14, 1966, Case No. 54737. That the notice, of which the annexed is a copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

February 22, 2013

Executed on: 02/22/2013
At Banning, CA

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature
DATE: March 6, 2013

TO: Planning Commission

FROM: Zai Abu Bakar, Community Development Director

SUBJECT: GENERAL PLAN AMENDMENT NO. 13-2502 — AMENDMENT TO LAND USE AND ECONOMIC DEVELOPMENT ELEMENT POLICIES TO PROVIDE FOR THE ATTRACTION AND RETENTION OF THE COMMERCIAL AND INDUSTRIAL DEVELOPMENT

STAFF RECOMMENDATION: That the Planning Commission adopt PC Resolution No. 2013-05 recommending to the City Council the approval of General Plan Amendment No. 13-2502 (Exhibit “A”), an amendment to the Land Use and Economic Development Elements to update relevant policies for attraction and retention of commercial and industrial uses that generate and increase revenues from sales tax, property tax, and provide jobs for the residents of Banning.

BACKGROUND AND ANALYSIS: The City Council adopted the current General Plan (“Plan”) on January 31, 2006. The Plan includes 21 elements. Among the elements are Land Use and Economic Development. These two elements provide goals, policies, and programs for the development of the City now and into the future.

Within the last few months staff has been receiving a number of inquiries from property owners, real estate brokers, and interested parties who want to develop new businesses or occupy existing commercial/industrial buildings. The majority of the inquiries are for development that would not bring sales tax or property tax revenues to the City and would provide minimal jobs for the community.

The goals, policies, and programs in the current Land Use and Economic Development Elements (Exhibit “B”) do not provide strong policy direction with regard to attraction and retention of businesses that generate an increase in sales tax, property tax, and jobs for the residents of Banning. The primary purpose of the amendment (Exhibit “A”) in essence is to create strong policy direction with regard to the types of businesses that the City desires to attract in order to capture sales tax, property tax, and jobs for the residents. In addition, the Economic Development Element has been revised by the Economic Development Director to remove the outdated socio-economic information that is no longer relevant.
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA): This General Plan Amendment is not subject to the California Environmental Quality Act (CEQA) pursuant to Section 15378(b)(4) because the proposed policy changes to Land Use and Economic Development Elements relate to the creation of governmental funding mechanisms that will provide improved quality benefits to the residents of the City of Banning and removal of outdated information. The proposed policy changes do not involve any commitment to any specific project or changes to land use or density/intensity which may result in a potentially significant physical impact on the environment.

PUBLIC COMMUNICATION: The proposed project was advertised in the Record Gazette newspaper February 22, 2013. As of the date of this report, staff has not received any comments from any members of the public.

PREPARED AND RECOMMENDED BY: Zai Abu Bakar
Community Development Director

REVIEWED BY: Bill Manis
Economic Development Director

PC Attachments:
1. Resolution No. 2013-05
2. Exhibit “A” – Proposed Amendment to Land Use and Economic Development Elements
3. Exhibit “B” Existing Goals, Policies and Programs for Land Use and Economic Development Elements
4. Exhibit “C”- Record Gazette Proof of Publication
Attachment 1

(PC Resolution No. 2013-05)
RESOLUTION NO. 2013-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BANNING, CALIFORNIA RECOMMENDING APPROVAL OF THE GENERAL PLAN AMENDMENT (GPA NO. 13-2502) TO LAND USE AND ECONOMIC DEVELOPMENT ELEMENTS TO UPDATE RELEVANT POLICIES RELATED TO ATTRACTION AND RETENTION OF THE COMMERCIAL AND INDUSTRIAL DEVELOPMENT THAT GENERATE AND INCREASE REVENUES FROM SALES TAX, PROPERTY TAX, AND PROVIDE JOBS FOR THE RESIDENTS OF BANNING

WHEREAS, the 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, the City desires to attract commercial and industrial development that generate increased sales and property tax revenues to the City including providing jobs for the residents; and

WHEREAS, the current goals, policies, and objectives in the General Plan Land Use and Economic Development Elements do not provide strong direction regarding attraction and retention of commercial and industrial development that generate increased sales and property tax revenues to the City including providing jobs for the residents; and

WHEREAS, the City desires to amend the General Plan Land Use and Economic Development Elements to provide strong direction regarding attraction and retention of commercial and industrial development that generate increased sales and property tax revenues for the City and provide jobs for the residents; and

WHEREAS, this General Plan Amendment is not subject to the California Environmental Quality Act (CEQA) pursuant to Section 15378(b)(4) because the proposed policy changes to Land Use and Economic Development Elements relate to the creation of governmental funding mechanisms that will provide improved quality benefits to the residents of the City of Banning. The proposed policy changes do not involve any commitment to any specific project or changes to land use or density/intensity which may result in a potentially significant physical impact on the environment.

NOW THEREFORE, the Planning Commission of the City of Banning does hereby adopt Resolution No. 2013-05 recommending to the City Council the adoption of General Plan Amendment No. GPA 13-2502.
PASSED, APPROVED AND ADOPTED this 6th day of March, 2013.

Kevin Siva, Chairman
Banning Planning Commission

APPROVED AS TO FORM AND LEGAL CONTENT:

Lona N. Laymon
Aleshire & Wynder, LLP
Assistant City Attorney
City of Banning, California

ATTEST:

Holly Stuart, Recording Secretary
City of Banning, California

CERTIFICATION:

I, Holly Stuart, Recording Secretary of the Planning Commission of the City of Banning, California, do hereby certify that the foregoing Resolution, No. 2013-05, was duly adopted by the Planning Commission of the City of Banning, California, at a regular meeting thereof held on the 6th day of March 2013, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Holly Stuart, Recording Secretary
City of Banning, California
Exhibit “A”

Proposed Amendment to the General Plan Land Use and Economic Development Elements
LAND USE ELEMENT

PURPOSE

The Land Use Element represents the long-term vision of the community for development. Of all the General Plan elements, it receives the greatest attention. The Land Use Element establishes the types and quantities of land available within the City, its sphere of influence, and the planning area. In conjunction with the Circulation Element, it guides the physical development of the City. The Land Use Element defines land use designations, provides statistics regarding vacant and developed lands within these designations, and discusses strategies for the future development of the City. Finally, goals, policies and programs set parameters for decision-makers, staff and the development community.

BACKGROUND

Government Code Section 65300 et. seq. is the guiding law for the Land Use Element. This section of the law requires that all cities establish land use plans which assign residential, commercial, industrial and other land use designations to properties within the jurisdiction. The Land Use Element addresses the broadest issues in the General Plan, and is the most inter-related with other General Plan elements.

This element is most closely associated with the Circulation Element, whose streets and trails must be designed to accommodate the mix of land uses established in the General Plan. The generation of traffic by the various land uses has a direct impact on the sizing and location of roadways, as well as affecting related General Plan issues, such as noise and air quality.

Land use is also critical to the Economic Development Element, insofar as the potential for commercial and industrial development is tied to the appropriate and sufficient supply of land for these developments. This Land Use Element has been developed to support the Economic Development Element by assigning a wide range of land uses in a logical manner throughout the community.

Ultimately, the Land Use Element’s most important task is to maintain and improve the residents’ quality of life. In developing the land use map and the goals, policies and programs included in this Element, great care has been taken to assure compatibility between land uses, to provide for future jobs and commercial opportunities, and to preserve open spaces for the enjoyment of the entire community.

The City, its Sphere of Influence, and its Planning Area

In developing this General Plan, the City has analyzed issues and assigned land uses to lands within its corporate boundary, its legal sphere of influence (sphere), and a planning area which is outside the City and sphere, but which represents a logical extension of the City in the long term. Lands within each of these categories are shown on the General Plan Study Area Boundaries Map. Exhibit III-1. The City comprises a total of 14,823 acres, extending easterly from Highland Springs Avenue to Malki Road, and from the San Bernardino County line on the north to Bobcat
Road on the south. The City’s Sphere of Influence includes eight separate areas on the north and south ends of the City, totaling 5,436 acres. Lands included in the Planning Area occur adjacent to the north, northwest and southern portions of the City, and total 3,296 acres.

The analysis leading to this Land Use Element included review of the City’s previous General Plan, and the current General Plans of the County of Riverside and the Morongo Band of Mission Indians (for lands outside the City’s limits). The influence of development in Beaumont has also been considered. The General Plan Advisory Committee has considered existing land use, visions for the future, and physical constraints, in developing the land use map and goals, policies and programs included in this Element. The goals, policies and programs address both general land use principles applicable throughout the planning area, and specific issues associated with each land use type in the City.
GENERAL PLAN LAND USE DESIGNATIONS

The following Land Use Designations are included in the Land Use Map for the General Plan, as shown on Exhibit III-2. Each designation is defined below. Specific land uses are detailed in the Zoning Ordinance. Abbreviations for each land use designation are provided in brackets.

**Open Space-Resources (OS-R)**
Lands for the preservation of water, biological, visual, ridgelines, or other resources, and for flooding, geotechnical or other hazards are included in this category. Electrical transmission line easements, natural gas or fuel transmission line easements preserved as open space through the development process are also included. Non-motorized vehicle trails, roads and passive parks may be appropriate within this designation.

**Open Space- Parks (OS-Pa)**
Allows public and private parks and recreational facilities, including golf courses, tot lots, dog parks, neighborhood, community and regional parks, sports fields, and passive parks.

**Open Space- Public (OS-Pu)**
Lands owned by the County, the state of California, United States or Tribal entities, which are preserved as natural open space are included in this land use category.

**Open Space- Hillside Preservation**
Lands, whether in private or public ownership, which are preserved as open space, including ridgelines. Uses such as trails, wildlife viewing areas, ranger stations, roads and passive parks may be appropriate.

**Ranch/Agriculture Residential (RAR) (1 du/10 acres)**
Allows detached single-family homes on lots of at least ten acres. Also permitted are agricultural and ranching activities, animal keeping (both personal use and commercial), and animal-keeping or agricultural related commercial enterprises, such as feed stores, commercial stables and similar uses, and home occupations. May be appropriate for bed & breakfast and similar uses, with the approval of a conditional use permit. If Ranch/Agriculture Residential – Hillside density transfers are applied to a Ranch/Agriculture Residential parcel, the maximum density shall be one dwelling unit per 5 acres.

**Ranch/Agriculture Residential – Hillside (RAR-H) (1 du/10 acres)**
Assigned to lands in the foothills. Portions of the site exceeding 25% slope as well as the ridgelines are to be preserved as open space, but density may be transferred to developable areas. If a density transfer is applied, the maximum density for the developable lands shall be one dwelling unit per 5 acres.
Rural Residential (RR) (0-1 du/acre)
Allows detached single family homes on lots of at least one acre. Also permitted are agricultural and ranching activities, animal keeping (both personal use and commercial) and home occupations. May be appropriate for bed & breakfast and similar uses, with the approval of a conditional use permit. May also be appropriate for animal-keeping or agricultural related commercial enterprises, such as feed stores, commercial stables and similar uses with approval of a conditional use permit.

Rural Residential – Hillside (RR-II) (0-1 du/acre)
Assigned to lands in the foothills. Portions of the site exceeding 25% slope as well as the ridgelines are to be preserved as open space, but density may be transferred to developable areas. All other RR provisions apply. If a density transfer is applied, the maximum density allowable is 2 units to the acre, and the standards of the Very Low Density Residential designation will be applied.

Very Low Density Residential (VLDR) (0-2 du/acre)
Allows detached single-family homes at a density of up to 2 units per acre. Home occupations are permitted. May be appropriate for bed & breakfast and similar uses. Animal keeping is permitted according to Zoning restrictions.

Low Density Residential (LDR) (0-5 du/acre)
Allows the development of attached and detached single family homes, in traditional subdivisions and planned communities. The clustering of condominiums and townhomes may be appropriate with the provision of common area amenities and open space, when a Specific Plan is prepared. Home occupations are permitted. Bed & breakfasts and similar uses may be appropriate with the approval of a conditional use permit.

Medium Density Residential (MDR) (0-10 du/acre)
Allows the development of attached and detached single family homes, in traditional subdivisions and planned communities. Also allows condominiums and townhomes, garden apartments and duplexes, with the provision of common area amenities and open space. The clustering of condominiums and townhomes may be appropriate with the provision of common area amenities and open space. Home occupations are permitted. Bed & breakfasts and similar uses may be appropriate with the approval of a conditional use permit. May also be appropriate for convenience retail commercial ("corner store" type development such as convenience stores, grocery or green grocer, video rental, drug stores, sit down restaurants, coffee shops or coffee bars or similar uses), less than 5,000 square feet in total square footage, with approval of a conditional use permit.
High Density Residential (HDR) (11-18 du/acre)
Allows condominiums and townhomes, as well as apartments with the provision of common area amenities and open space. Duplex and multi-plex development is the most prevalent type of development in this designation. The clustering of condominiums and townhomes may be appropriate with the provision of common area amenities and open space. Mobile home parks and subdivisions may also be appropriate, with the approval of a conditional use permit. Home occupations are permitted.

Mobile Home Park (MHP)
The designation applies to existing mobile home parks or subdivisions within the City. Only mobile parks and subdivisions are permitted. Home occupations are permitted.

Downtown Commercial (DC)
Small scale commercial retail and office uses, services, restaurants, entertainment retail are the primary uses in this designation. Auto related uses proposed after adoption of this General Plan will be prohibited. All existing auto uses in existence as of the adoption of this General Plan will be permitted until such time as the use in a particular location ceases operation for a period of six months. Mixed Use, residential land uses in combination with commercial businesses, are also encouraged. Guesthouses, bed & breakfasts, hotels and motels are also appropriate in this designation.

General Commercial (GC)
Allows food and drug stores; home improvement; auto sales, leasing, service and repair; department and general retail outlets; merchandise leasing; neighborhood serving retail and services; restaurants; entertainment uses; gas stations; general offices (secondary to retail); mixed uses; and financial institutions. All existing uses in existence as of the adoption of this General Plan will be permitted until such time as the use in a particular location ceases operation for a period of six months.

Highway Serving Commercial (HSC)
Allows restaurants (fast food and sit down), hotels and motels, auto related retail, repair and services, including gas stations, convenience stores and similar uses serving the I-10 traveler.

Professional Office (PO)
Allows professional offices and social services, financial institutions with only ancillary retail, and mixed uses.

Industrial (I)
Includes industrial parks and freestanding industrial users. Examples include light and medium intensity manufacturing operations, warehousing and distribution, mini-storage, and associated offices. Commercial recreation facilities are also appropriate. Auto storage and repair is also allowed. Ancillary retail may also be appropriate.

Business Park (BP)
Light industrial manufacturing and office/warehouse buildings are appropriate in this designation. Restaurants and retail uses ancillary to a primary use, and professional offices are
also appropriate. Commercial development, such as large-scale retail (club stores, home improvement, etc.) and mixed-use project may also be permitted, subject to a conditional use permit.

**Industrial-Mineral Resources (I-MR)**
Allows surface mining operations on lands designated by the City or the state as having significant potential for mineral resources. All the requirements of the State Department of Mining and Geology shall apply.

**Airport Industrial (AI)**
Land uses must be focused on airport-related and transportation-related functions, including machining, manufacturing, warehousing, flight schools, restaurants and office uses. Aircraft maintenance, repair and catering services are also appropriate.

**Public Facilities-Airport (PF-A)**
Land uses are specifically related to airport operations: administration offices, hangars, tie-downs, runways, restaurants and flight schools. Ancillary retail and service business relating to the airport are appropriate.

**Public Facilities- Government (PF-G)**
City Hall, Police Department, Community Center, libraries and similar governmental buildings.

**Public Facilities- Fire Station (PF-F)**

**Public Facilities- Schools (PF-S)**
Public and private schools at all levels, including colleges.

**Public Facilities- Hospital (PF-H)**

**Public Facilities – Railroad and Interstate (PF-R)**

**Specific Plans**
The Specific Plan is an important tool in the coordinated development of larger parcels, or of projects which propose a variety of land uses. They shall include design standards and guidelines, infrastructure plans and implementation measures to ensure the coordinated, orderly development of a project. Government Code provides the standards and guidelines for the content of Specific Plans. Specific Plans can also be combined with environmental documentation, and result in a Specific Plan/Environmental Impact Report.

In Banning, Specific Plans have previously been considered a land use designation. With adoption of this General Plan, this is no longer the case. Existing approved Specific Plans are shown on the land use map with their approved land use plan, and the Specific Plan overlay.

With adoption of this General Plan, Specific Plans are required for projects which propose more than one type of residential land use, commercial land uses and/or industrial land uses, or a combination of these, within one project site. Specific Plans are also required when a project is
proposed within an area previously undeveloped, where infrastructure master planning will be required (water, sewer, flood control or roadways), and when the project will be phased. Once a new Specific Plan is approved by the City Council, the Land Use Map will be amended to place the Specific Plan overlay on that area.

Buildout Statistical Analysis

The General Plan area consists of 14,823.1 acres within the City limits, 5,436.2 acres within the Sphere of Influence, and 3,295.7 acres within the planning area, for a total land area of 23,555 acres. This acreage has been assigned land use designations which result in the land use statistical summary depicted in Table III-1, below.
### Table III-1
General Plan Buildout Summary

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>City Limits</th>
<th>Sphere of Influence</th>
<th>Planning Area</th>
<th>Grand Total Acres</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Acres Dev.</td>
<td>Acres Vacant</td>
<td>Acres Total</td>
<td>Acres Dev.</td>
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<tr>
<td>Ranch/Agriculture (1 du/10 ac.)</td>
<td>77.7</td>
<td>77.7</td>
<td>74.0</td>
<td>724.7</td>
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<tr>
<td>Ranch/Agriculture - Hillside (1 du/10 ac.)</td>
<td>121.8</td>
<td>351.5</td>
<td>473.3</td>
<td>16.7</td>
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<tr>
<td>Rural Residential (0-1 du/ac.)</td>
<td>124.5</td>
<td>471.4</td>
<td>595.9</td>
<td>8.6</td>
</tr>
<tr>
<td>Rural Residential -- Hillside (0-1 du/ac.)</td>
<td>56.2</td>
<td>56.2</td>
<td>78.5</td>
<td>78.5</td>
</tr>
<tr>
<td>Very Low Density Residential (0-2 du/ac.)</td>
<td>230.3</td>
<td>1,916.6</td>
<td>2,146.9</td>
<td>21.6</td>
</tr>
<tr>
<td>Low Density Residential (0-5 du/ac.)</td>
<td>1,299.9</td>
<td>1,847.5</td>
<td>3,147.4</td>
<td>0.2</td>
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<tr>
<td>Medium Density Residential (0-10 du/ac.)</td>
<td>656.1</td>
<td>362.6</td>
<td>1,018.7</td>
<td>0.2</td>
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<tr>
<td>High Density Residential (11-18 du/ac.)</td>
<td>156.8</td>
<td>213.4</td>
<td>369.9</td>
<td>0.1</td>
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<td>Mobile Home Park</td>
<td>116.4</td>
<td>14.0</td>
<td>130.4</td>
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<td>General Commercial</td>
<td>203.8</td>
<td>252.1</td>
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<td>Highway Serving Commercial</td>
<td>103.0</td>
<td>7.3</td>
<td>110.3</td>
<td></td>
</tr>
<tr>
<td>Downtown Commercial</td>
<td>86.0</td>
<td>11.3</td>
<td>97.3</td>
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<tr>
<td>Professional Office</td>
<td>23.0</td>
<td>18.6</td>
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<td>Business Park</td>
<td>91.6</td>
<td>292.1</td>
<td>383.7</td>
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<tr>
<td>Industrial</td>
<td>146.7</td>
<td>274.1</td>
<td>420.8</td>
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<td>Airport Industrial</td>
<td>41.6</td>
<td>94.2</td>
<td>135.8</td>
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<td>Industrial-Mineral Resources</td>
<td>188.5</td>
<td>27.7</td>
<td>216.2</td>
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<tr>
<td>Open Space - Hillside Preservation</td>
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<td>0.2</td>
<td>647.1</td>
<td>647.3</td>
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<tr>
<td>Open Space - Park</td>
<td>246.6</td>
<td>287.5</td>
<td>1,224.1</td>
<td>21.7</td>
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<td>Open Space - Resources</td>
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<td>2,658.3</td>
<td>2,781.0</td>
<td>25.0</td>
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<td>Public Facilities - Airport</td>
<td>72.3</td>
<td>214.4</td>
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<td>Public Facilities - Cemetery</td>
<td>12.9</td>
<td>15.4</td>
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</tr>
<tr>
<td>Public Facilities - Fire Station</td>
<td>3.5</td>
<td>3.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Facilities - Government</td>
<td>24.3</td>
<td>64.0</td>
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<tr>
<td>Public Facilities - Hospital</td>
<td>10.6</td>
<td>10.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Facilities - RR/Interstate</td>
<td>419.3</td>
<td>468.2</td>
<td></td>
<td></td>
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<tr>
<td>Public Facilities - School</td>
<td>137.9</td>
<td>233.6</td>
<td></td>
<td></td>
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<tr>
<td>Grand Total</td>
<td>4,739.9</td>
<td>10,083.3</td>
<td>14,823.2</td>
<td>146.2</td>
</tr>
</tbody>
</table>

**Existing Residential Development**

Existing residential development in the City can be characterized geographically. Traditionally, larger lots, often including animal keeping, have been developed south of the Interstate 10/Railroad corridor. In recent years, the Sun Lakes Country Club project, located south of the Interstate and east of Highland Springs Avenue, was developed to include a golf course and a variety of lot sizes. Sun Lakes has developed at a greater density than had previously been experienced on the south side of the City.

On the north side of the Interstate, single family residential land uses have developed northerly of the Ramsey Street commercial corridor, in lot sizes ranging from 7,000 to 15,000 or more square feet. Multi-family residential development has occurred, both in apartments and in mobile
home parks, along Wilson Street, immediately north of Ramsey Street, and between San Gorgonio and Hathaway, north and south of the Interstate corridor.

The divergent neighborhoods in the City require special attention in the planning of the City's buildout. The development opportunities of the various areas of the City available for residential units are discussed further below.

Existing Commercial Development
Commercial development in the City has focused entirely on the Ramsey Street corridor in the past. Extensions of the corridor have occurred on the east side of Highland Springs Avenue, from Sun Lakes Boulevard to Wilson Street, and in the Downtown area, between 4th Street and Alessandro. The development of commercial land in the City has been smaller in scale, due primarily to lot configuration (which is shallow in a north-south direction in many areas), existing parking requirements, and multiple small lot ownerships, which have made consolidated projects more difficult.

The Downtown area has developed with its own character, and represents a special development type in the City. Many of the buildings in this area are the oldest commercial structures in the City, and the scale of the area makes it conducive to pedestrian circulation. The development potential of the Downtown area is discussed further below.

Existing Industrial Development
Industrial development in the City has historically been divided into airport-related uses, and traditional industrial land uses. The airport-related land uses are primarily centered on the City’s airport property, and on lands immediately adjacent to it. Industrial land uses, ranging from storage to heavy manufacturing, occur on both sides of Lincoln Street, generally east of 16th Street.

The City has attracted a number of manufacturing businesses, and has thus created a core of job-generating land uses which continue to be an important part of the community. Future industrial development opportunities are discussed further below.

Redevelopment Project Area
The Community Redevelopment Agency of the City of Banning, along with all 400 redevelopment agencies in California, was dissolved on February 1, 2012, by order of the California Supreme Court in a decision issued on December 29, 2011 (California Redevelopment Association et al. v. Ana Matosantos). On June 27, 2012, the California Legislature passed and the Governor signed AB 1484, a bill making technical and substantive changes to AB 26, the dissolution bill that was found largely constitutional by the Supreme Court on December 29, 2011. In response to the requirements of AB 26 and AB 1484, the City of Banning City Council now serves as the Successor Agency to the former Redevelopment Agency. Pursuant to state legislation, the Successor Agency is governed by one two body, the Banning Oversight Board of the Successor Agency with the ultimate decision making body of the state Department of Finance.
Each City throughout the state is currently winding down their former Redevelopment Agency. Pursuant to state legislation the winding down process will be completed by 2016. The Economic Development Element recognizes the importance of continuing to pursue the goals and objectives set forth for the former Redevelopment Project Area, which encompassed approximately 3,000 acres in the City. While the use of Tax Increment Funding is no longer applicable to help achieve these goals and objectives, the City’s Economic Development Department will continue its efforts to encourage public/private partnerships, seek outside investment, and development programs that incentivize development activity. This includes all land use designations within the City of Banning.

FUTURE DIRECTIONS

Land use in the future will consist of two distinct types of development. The City is currently seeing the preparation of Specific Plans for large tracts of land, which will result in the development of master planned communities in the western half of the City. Areas in the south eastern portion of the City will likely also develop through master planning. In the northern portion of the City, where larger land holdings are fewer and the majority of development has occurred, infill development (the development of existing lots or the assemblage of several existing lots to create a project area) will continue.

The City has an opportunity for development and redevelopment of the Ramsey Street corridor for mixed-use/commercial development. Commercial and industrial development will also be focused on the north side of Lincoln Street, adjacent to the Interstate 10 and railroad rights of way.

This General Plan also includes areas designated for open spaces, to ensure the preservation and enhancement of hillsides, ridgelines, resource areas and park lands, particularly on the north and south boundaries of the planning area.

The following pages provide goals, policies and programs on a categorical basis. First, City-wide land use principles are listed. These are followed by individual analysis and goals, policies and programs for residential, commercial, industrial, open space and public land use categories.

CITY-WIDE GOALS, POLICIES AND PROGRAMS

Goal
A balanced, well planned community including businesses which provides a functional pattern of land uses and enhances the quality of life for all Banning residents.

Policy 1
The City maintain a land use map which assures a balance of residential, commercial, industrial, open space and public lands.

Program 1.A
The city shall annually monitor the remaining capacity of all General Plan land use categories and recommend changes to the City Council as needed.
**Responsible Agency:** Community Development Department, Planning Commission

**Schedule:** Ongoing

**Program 1.B**
The City's Zoning Ordinance shall directly correspond to General Plan land use designations, and shall be kept consistent with the General Plan.

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

**Schedule:** Ongoing

**Policy 2**
The Planning, Public Works and Economic Development staffs shall be closely coordinated, to assure efficient and cost effective processing of applications.

**Program 2.A**
The City shall develop a Fast Track application process for projects which enhance the City's economic development. Procedures and timelines shall be provided to qualifying project applicants in writing.

**Responsible Agency:** Community Development Department, Department, Public Works, Economic Development staff, City Manager's Office

**Schedule:** 2005-2006

**Policy 3**
Development in all land use categories shall be of the highest quality.

**Program 3.A**
The Zoning Ordinance shall include design standards and guidelines which assist the development community in developing high quality projects.

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

**Schedule:** Ongoing

**Policy 4**
Specific Plans shall be required for projects proposing one or more of the following:

- a. More than one residential land use designation;
- b. A combination of residential, recreational, commercial and/or industrial land use designation; or
- c. Extension of infrastructure (water, sewer and roadways) into an area where these do not exist.

**Policy 5**
All land use proposals shall be consistent with the goals, policies and programs of this General Plan, and with the Zoning Ordinance.
Policy 6
The City shall implement a program for Art in Public Places.

Program 6.A
An Art in Public Places Ordinance shall be prepared and incorporated into the Municipal Code.
Responsible Agency: Community Services Department, Community Development Department, Planning Commission, City Council.
Schedule: As budgets allows

RESIDENTIAL LAND USE

The vast majority of the City’s residential developed lands are single family homes on lots ranging from 7,000 to 15,000 square feet, particularly on the north side of the City. South of Interstate 10, and with the exception of the Sun Lakes Specific Plan, lot sizes are considerably larger, and often have included either animal keeping or farming activities.
Lands available for residential development generally fall into two types: infill development on the north side of the City, and larger holdings, most of which will require coordinated development efforts, on the south side of the City. Table-2, below, provides information on vacant and developed residential lands in the City, the Sphere of Influence, and the planning area.

<table>
<thead>
<tr>
<th>Designation</th>
<th>City Limits Acre Total</th>
<th>Sphere of Influence Acre Total</th>
<th>Planning Area Acre Total</th>
<th>Grand Total Acre Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Exist. Units</td>
<td>Future Units</td>
<td>Exist. Units</td>
<td>Future Units</td>
</tr>
<tr>
<td>Ranch/Agriculture (1 du/10 ac.)</td>
<td>77.7</td>
<td>8</td>
<td>798.7</td>
<td>72</td>
</tr>
<tr>
<td>Ranch/Agriculture - Hillside (1 du/10 ac.)</td>
<td>473.3</td>
<td>35</td>
<td>351,533.1</td>
<td>154</td>
</tr>
<tr>
<td>Rural Residential (0-1 du/ac.)</td>
<td>595.9</td>
<td>471</td>
<td>910.6</td>
<td>902</td>
</tr>
<tr>
<td>Rural Residential - Hillside (0-1 du/ac.)</td>
<td>56.2</td>
<td>84</td>
<td>78.5</td>
<td>79</td>
</tr>
<tr>
<td>Very Low Density Residential (0-2 du/ac.)</td>
<td>2,146.9</td>
<td>8,227</td>
<td>2,875,11,102</td>
<td>220.4</td>
</tr>
<tr>
<td>Low Density Residential (0-5 du/ac.)</td>
<td>3,147.4</td>
<td>6,928</td>
<td>6,928,167.0</td>
<td>626</td>
</tr>
<tr>
<td>Medium Density Residential (0-10 du/ac.)</td>
<td>1,018.7</td>
<td>2,720</td>
<td>2,720,49.4</td>
<td>371</td>
</tr>
<tr>
<td>High Density Residential (11-18 du/ac.)</td>
<td>369.9</td>
<td>1,021</td>
<td>3,902,9.7</td>
<td>129</td>
</tr>
<tr>
<td>Mobile Home Park</td>
<td>130.4</td>
<td>1,156</td>
<td>189,1,345</td>
<td>1,345</td>
</tr>
<tr>
<td>Residential Total</td>
<td>8,016.4</td>
<td>10,404</td>
<td>16,191,26,595</td>
<td>3,787</td>
</tr>
</tbody>
</table>

Note: Future units calculated at 75% of maximum density except in Ranch/Agriculture, Ranch/Agriculture-Hillside, Rural Residential and Rural Residential- Hillside.

Table III-2
Residential Buildout Statistical Summary

Buildout Population
Based on the table above, the City’s buildout population is estimated to total 67,697, the Sphere
of Influence’s will total 7,622, and the planning area’s will total 4,907\(^1\). Total population at buildout for the entire General Plan area is therefore estimated to be 80,226.

**Neighborhood Identity**
Through the development of this General Plan, the variety and diversity of neighborhoods in the City has been clearly identified. These areas are bound together by tangible and intangible similarities, including age of housing, lifestyle and geographic isolation. The City wishes to support and enhance these neighborhoods, and preserve the quality of life they represent to their residents.

**Master Planned Communities**
Existing and proposed Specific Plans in the City, including the Sun Lakes project, the Loma Linda property Specific Plan, and the Butterfiled Specific Plan create their own internal neighborhood identities, and are likely to evolve as such as they are developed. New projects which may be proposed through the Specific Plan process are likely to also develop into neighborhoods with their own identities.

**Development Opportunities for the Future**
The General Plan process has resulted in a strong sense in the City of high quality, livable community. The quality of life of all residents, and their ability to find the type of housing which fits their lifestyle is important and must be preserved and enhanced. Four areas of focus are described below.

**Downtown Commercial**
The area bounded by 8\(^{th}\) Street to the west, Hargrave to the east, the Interstate 10 corridor to the south, and Nicolet on the north has been designated as the Downtown Commercial area. This is the traditional “center of town,” and included City Hall, small scale retail shops, the City’s movie theatre, and older residential areas. In May 2004, the City conducted a design charrette to develop ideas on the character of this area. The resulting document provides the City with ideas on how this area can be enhanced and redeveloped. Of particular interest in this process is the concept of intensifying the land uses in this area. This may include live-work buildings, where residential units are located either above or behind a retail studio or shop; downstairs commercial businesses with upstairs apartments or condominiums; high density residential development within easy walking distance of the commercial shops on Ramsey; and the enhancement of pedestrian and non-motorized travel, including enhanced sidewalks, shaded sitting areas and community plazas.

**Neighborhood Plans**
As described above, there are a number of existing and distinct neighborhoods in the City. In order to preserve and enhance their character, policy and programs have been developed below which allow for the preparation of neighborhood plans which will establish design standards and guidelines for each of these neighborhoods. In developing the General Plan, several of the Citywide standards discussed, including the need for sidewalks and trails, the preservation of street trees, and the character of local streetscapes, have been discussed. As these discussions

\(^1\) Assumes 2003 populations of 25,600, 784, and 430 for the City, Sphere of Influence and planning area, respectively; and a household size of 2.6 persons. Does not include potential residential population in the Downtown Commercial land use designation.
developed, it has become clear that each of these neighborhoods should have the opportunity to develop a community-driven neighborhood plan which sets design parameters. These parameters may be implemented by new development, or may require retrofitting by the neighborhood or City, depending on whether the improvements are proposed in areas currently vacant or on developed property.

A Livable City
Land subdivisions in the City have been traditional in their design. The City’s requirements have provided for standard lots, 60 foot wide local streets, and minimal site design. As the remainder of the City develops, it is important to the residents of this community that proposed subdivisions provide high quality, creative design which will lead to a livable City. The Circulation Element includes provisions for local street design which allows for creativity and variety, as well as traffic calming tools. The Zoning Ordinance includes design standards and guidelines which encourage clustered housing, interior trails and parks in residential tracts, and other design tools which will encourage creative site design. The General Plan includes policies for the preservation of street trees and the development of a trail system, and the provision of sidewalks for safe pedestrian travel. All these concepts, when implemented, should lead the City to a more livable, and ultimately higher quality of life.

Density Transfers to Preserve Hillsides
In order to assure that the City’s hillsides are preserved to the greatest extent possible, hillside designations have been provided in the General Plan (please see land use designation definitions, above) for the Ranch/Agriculture and Rural Residential designations. The intent of these designations is to allow the development of flat areas within a property at a greater density, if hillside areas are preserved. In the case of the Ranch/Agriculture designation, maximum density can be increased from 1 unit per 10 acres to 1 unit per 5 acres with a density transfer. In the case of the Rural Residential designation, the density transfer can result in an increase from 1 unit per acre to 2 units per acre.

RESIDENTIAL GOALS, POLICIES AND PROGRAMS

Goal 1
Preserve and enhance the City’s neighborhoods.

Goal 2
A broad range of housing types to fill the needs of the City’s current and future residents.

Policy 1
The land use map shall provide a range of housing densities while considering land use compatibility with non-residential land uses.

Policy 2
Projects adjacent to existing neighborhoods shall be carefully reviewed to assure that neighborhood character is protected.
Policy 3
Density transfers resulting in a 50% increase in density shall be permitted in the Residential/Agriculture-Hillside and Rural Residential-Hillside land use designations.

Policy 4
The City’s Zoning Ordinance shall include design standards and guidelines which encourage high quality residential development.

Program 4.A
Design standards and guidelines shall be included in all residential zoning categories.
**Responsible Agency:** Community Development Department, Planning Commission, City Council
**Schedule:** Ongoing

Policy 5
The City shall complete Specific Neighborhood Plans when requested by the neighborhood.

Program 5.A
Develop and implement an outreach program and outline of parameters for Neighborhood Plans.
**Responsible Agency:** Community Development Department, Planning Commission, City Council
**Schedule:** As requested by neighborhoods

Policy 6
The Zoning Ordinance shall include principles, standards and guidelines which allow for creative and flexible design of residential projects, including clustered housing, narrowed local streets, trails, parks and plazas.

Policy 7
The Zoning Ordinance shall include principles, standards and guidelines which provide for high quality, high density mixed use residential development, in the Downtown Commercial zoning designation.

Policy 8
The City will participate in a Community Plan for the Banning Bench with Riverside County and the Banning Bench Community of Interest. Specific development proposals will continue to be processed during its preparation.

Program 8.A
Negotiate with the Banning Bench Community of Interest as part of the Master Plan for either inclusion in the City’s Sphere of Influence or annexation.
**Responsible Agency:** City Council, Community of Interest
**Schedule:** As opportunity arise
COMMERCIAL AND INDUSTRIAL LAND USES

The City’s commercial development has traditionally been focused on the Ramsey Street corridor. In more recent times, commercial development has also occurred on the east side of Highland Springs Avenue. The General Plan does not change this development pattern, but does add to it, by providing additional commercial opportunities along the north side of Lincoln Street, between Sunset Avenue and 8th Street. The General Plan provides four land use designations appropriate for commercial development: General Commercial, Highway Serving Commercial, Downtown Commercial and Professional Office.

The General Commercial and Highway Serving Commercial designations allow the broadest range of commercial retail opportunities. The Highway Serving Commercial designation is geared more toward the Interstate 10 traveler, with a focus on restaurants, tourist uses, and auto service uses. The Professional Office designation is designed to provide space for professional and social service land uses, and providing a convenient and accessible location for businesses which do not generate sales tax. As discussed above, the Downtown Commercial designation is the City’s specialty retail and mixed use area, and is envisioned to redevelop to encourage tourism, pedestrian access and a sense of community.

Commercial lands designated in the General Plan have the potential to generate 6,757,082 square feet of retail and office space in the City, as shown in Table III-3, below.

<table>
<thead>
<tr>
<th>Designation</th>
<th>Acres Dev.</th>
<th>Acres Vacant</th>
<th>Acres Total</th>
<th>Total Potential S.F.¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Commercial</td>
<td>203.8</td>
<td>252.1</td>
<td>455.9</td>
<td>4,368,981</td>
</tr>
<tr>
<td>Highway Serving Commercial</td>
<td>103.0</td>
<td>7.3</td>
<td>110.3</td>
<td>1,057,027</td>
</tr>
<tr>
<td>Downtown Commercial²</td>
<td>86.0</td>
<td>11.3</td>
<td>97.3</td>
<td>932,445</td>
</tr>
<tr>
<td>Professional Office</td>
<td>23.0</td>
<td>18.6</td>
<td>41.6</td>
<td>398,629</td>
</tr>
<tr>
<td><strong>Subtotal Commercial</strong></td>
<td><strong>415.8</strong></td>
<td><strong>289.3</strong></td>
<td><strong>705.1</strong></td>
<td><strong>6,757,082</strong></td>
</tr>
<tr>
<td>Business Park</td>
<td>91.6</td>
<td>292.1</td>
<td>383.7</td>
<td>4,178,493</td>
</tr>
<tr>
<td>Industrial</td>
<td>146.7</td>
<td>274.1</td>
<td>420.8</td>
<td>4,582,512</td>
</tr>
<tr>
<td>Airport Industrial</td>
<td>41.6</td>
<td>94.2</td>
<td>135.8</td>
<td>1,478,321</td>
</tr>
<tr>
<td>Industrial-Mineral Resources</td>
<td>188.5</td>
<td>27.7</td>
<td>216.2</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Subtotal Industrial</strong></td>
<td><strong>468.4</strong></td>
<td><strong>688.1</strong></td>
<td><strong>1,156.5</strong></td>
<td><strong>10,239,326</strong></td>
</tr>
<tr>
<td>Grand Total Commercial &amp; Industrial</td>
<td><strong>884.2</strong></td>
<td><strong>977.4</strong></td>
<td><strong>1,861.2</strong></td>
<td><strong>16,996,408</strong></td>
</tr>
</tbody>
</table>

Industrial development in the City has traditionally occurred on the north side of Lincoln, and surrounding the City’s airport. The area of industrially designated land has been reduced in this General Plan, particularly west of 8th Street on the north side of Lincoln. There are four land use categories which allow industrial development, including Business Park, Industrial, Industrial – Mineral Resources, and Airport Industrial. The Business Park designation allows a mix of commercial and light industrial land uses, and provides a transitional designation from commercial to industrial land uses. The Industrial designation allows the broadest range of users,
and preserves the existing industrial businesses in the City. The Industrial – Mineral Resources designation is assigned to the existing Robertson sand and gravel facility, and is intended to specifically regulate mining operations. The Airport Industrial category acknowledges the importance of the City’s airport, and provides for land uses related to and compatible with that facility.

Industrial development has been an important source of jobs in the City, and the City continues to attract industrial land uses, primarily due to the limited industrial lands available in the Pass region. As development pressures continue to intensify in the Inland Empire to the west of the City, industrial development will continue to seek locations in Banning.

The industrial designations have the potential to generate 10,239,326 square feet of industrial space at buildout of the General Plan.

COMMERCIAL AND INDUSTRIAL GOALS, POLICIES AND PROGRAMS

Commercial Goal

Complementary commercial uses which meet the needs of the City’s residents, increase the City’s sales and property tax revenues, and provide a range of employment opportunities.

Industrial Goal

A balanced mix of non-polluting industrial land uses which provide sales and property tax and local jobs for the City’s residents.

Policy 1
The land use map shall include sufficient commercial lands to provide a broad range of products and services to the City and region, while carefully considering compatibility with adjacent residential lands.

Policy 2
In coordination with the Economic Development Element, the City shall maintain market information, including information on the City’s identified service needs, potential sites, Fast Track System and provide information on those sites to the development community.

Program 2.A
Develop and maintain an inventory of potential commercial sites, including lands which may require consolidation, and demographic information for use by the Economic Development staff in attracting new businesses to the City.

Responsible Agency: Economic Development staff, Community Development Department, City Manager’s Office

Schedule: Ongoing
Policy 2
The Zoning Ordinance shall include principles, design standards and guidelines which encourage the development of high quality commercial projects.

Policy 3
The Zoning Ordinance shall include principles, design standards and guidelines, based on the Downtown Design Charette, which provide for high quality, pedestrian oriented retail development in the Downtown Commercial zoning designation.

Policy 4
The City shall coordinate with the Banning Unified, the Beaumont Unified School Districts and the Mount San Jacinto Community College to provide vocational education to support commercial and industrial businesses in the City and surrounding areas.

Policy 5
The City shall develop and implement a community identification program, including monument signage, directional signs, etc. which provide attractive entry statements for the City, and which direct visitors to local points of interest.

Policy 6
The land use map shall include sufficient industrial lands for manufacturing, warehousing and distribution, while carefully considering compatibility with adjacent lands.

Policy 7
Industrial lands shall be located on major roadways with good access to Interstate 10, to assure that potential traffic impacts associated with tractor-trailers are minimized.

Policy 8
The Zoning Ordinance shall include principles, design standards and guidelines which encourage the development of high quality industrial projects.

Policy 9
Industrial campuses and master planned projects are encouraged.

Policy 10
The City shall coordinate with developers and the Railroad to secure railroad spurs.

Policy 11
The City shall adequately regulate sand and gravel operations to assure that their impacts to surrounding development is minimized.

Program 11.A
The City shall establish a formal relationship with the County Geologist or other qualified agency to monitor mineral resource operations under the State Mining and Reclamation Act (SMARA).

Responsible Agency: Community Development Department, Riverside County Geologist
Schedule: Ongoing

PUBLIC FACILITIES LAND USES

Land uses for public facilities include such governmental functions as City offices and facilities and fire stations, and the airport. Others include schools, the hospital, and libraries. The land use plan identifies public facilities if they are currently owned by a public entity, or proposed for dedication to a public entity in a Specific Plan. In the future, as additional facilities are acquired, the General Plan land use map will be amended to reflect these acquisitions.

Table III-4
Public Facilities Buildout Statistical Summary

<table>
<thead>
<tr>
<th>Designation</th>
<th>City Limits</th>
<th></th>
<th></th>
<th>Sphere of Influence</th>
<th></th>
<th></th>
<th></th>
<th>Grand Total Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Acres Dev.</td>
<td>Acres Vacant</td>
<td>Acres Total</td>
<td></td>
<td>Acres Dev.</td>
<td>Acres Vacant</td>
<td>Acres Total</td>
<td></td>
</tr>
<tr>
<td>Public Facilities - Airport</td>
<td>72.3</td>
<td>72.1</td>
<td>144.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Facilities - Cemetery</td>
<td>12.9</td>
<td>2.5</td>
<td>15.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Facilities - Fire Station</td>
<td>3.6</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>2.9</td>
<td>2.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Facilities - Government</td>
<td>23.46</td>
<td>39.7</td>
<td>63.16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Facilities - Library</td>
<td>0.84</td>
<td>0.0</td>
<td>0.84</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Facilities - Hospital</td>
<td>10.5</td>
<td>0.3</td>
<td>10.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Facilities - Railroad/Interstate</td>
<td>419.4</td>
<td>48.9</td>
<td>468.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Facilities - School</td>
<td>137.9</td>
<td>95.7</td>
<td>233.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grand Total Public Facilities</td>
<td>681.0</td>
<td>259.2</td>
<td>940.2</td>
<td></td>
<td>0.0</td>
<td>2.9</td>
<td>2.9</td>
<td></td>
</tr>
</tbody>
</table>

Table III-4 identifies 940.2 acres within the City limits and about 2.9 acres within the City’s sphere-of-influence for public facilities. No public facilities designations occur in the planning area. The largest area under this category is the Interstate 10/Railroad corridor.

As the City grows, it is essential that the need for public facilities be identified and planned. Many of these facilities are not under the control of the City (schools and fire stations, for example). However, the maintenance of the City’s existing relationships with the school districts, the County fire department and other agencies is critical in assuring that sufficient land is made available for the future development of public facilities in the City, the Sphere of Influence and the planning area.

PUBLIC FACILITIES GOAL, POLICIES AND PROGRAMS

Goal

Sufficient and appropriately located public facilities to serve the needs of the City’s residents, businesses and visitors.

Policy 1

The City shall take a leadership role with all providers of public services in the community to assure they provide adequate and quality levels of service based on future demands.
Program 1.A
The City shall take a leadership role with the various public and private providers responsible for schools, fire, health and other providers.
Responsibility: Community Development Department, City Manager’s Office, City Council, Fire Department, Banning and Beaumont Unified School Districts, County of Riverside, San Gorgonio Memorial Hospital
Schedule: Quarterly

Policy 2
The City shall review projects, particularly those which propose master planned communities, to assure that public facilities are provided to meet the needs of the project and the surrounding area.

Program 2.A
The City shall, where appropriate, regulate the location of public facilities through conditions of approval.
Responsibility: Community Development Department, Public Works Department, Planning Commission, City Council
Schedule: Ongoing

OPEN SPACE LAND USES

The land use map includes four types of Open Space designations, which total 4,005.1 acres in the City, 1,646.1 acres in the Sphere of Influence, and 924.1 acres in the planning area. Altogether, this General Plan provides 6,575.3 acres of open space, including lands preserved for natural resources, such as water and geological hazard; lands preserved for hillside preservation; and lands preserved for recreation. Under the Open Space – Parks category, the lands include City parks, both existing and proposed, and golf courses, also both existing and proposed.

| Table III-5 |
| Open Space Buildout Statistical Summary |
| City Limits | Sphere of Influence | Planning Area | Grand Total Acres |
| Designation | Acres Dev. | Acres Vacant | Acres Total | Acres Dev. | Acres Vacant | Acres Total | Acres Dev. | Acres Vacant | Acres Total | Acres Dev. | Acres Vacant | Acres Total |
| Open Space - Hillside Preservation | 0.3 | 672.3 | 672.6 | 0.3 | 672.3 | 672.6 | 0.3 | 672.3 | 672.6 |
| Open Space - Park | 346.6 | 877.5 | 1,224.1 | 0.0 | 21.7 | 21.7 | 29.8 | 15.8 | 45.6 | 1,291.4 |
| Open Space - Resources | 122.7 | 2,658.3 | 2,781.0 | 25.6 | 1,599.4 | 1,624.4 | 1.2 | 230.0 | 231.2 | 4,636.6 |
| Grand Total Open Space | 469.3 | 3,535.8 | 4,005.1 | 25.6 | 1,621.1 | 1,646.1 | 31.2 | 892.9 | 924.1 | 6,575.3 |

As with the Public Facilities land use designations, lands designated under this category are those owned by private or public entities for that purpose. As additional lands are secured for Open Space, whether private or public, the General Plan land use map will require amendment to reflect these acquisitions. The continued expansion of Open Space lands will continue to provide the City’s residents and visitors with valuable enhancements to quality of life. Please also refer to the Open Space and Conservation Element for policies and programs relating to these land uses.
OPEN SPACE AND CONSERVATION GOALS, POLICIES AND PROGRAMS

Goal
The conservation and management of open space areas to provide recreational opportunities and protect important resources in perpetuity.

Policy 1
Lands preserved through conservation easements, acquired by private or public agencies, or dedicated for open space shall be designated for the appropriate Open Space land use category on the land use map as they are preserved.

Program 1 A
Review development proposals adjacent to designated open space lands and assure that land uses are compatible, and buffers provided when necessary.
Responsible Agency: Community Development Department, Public Works Department
Schedule: Ongoing

Policy 2
The City shall proactively coordinate with private and public agencies so that lands available for conservation are dedicated appropriately to assure their management in perpetuity.

Program 2 A
The City shall coordinate with land owners and private and public agencies to the greatest extent possible to assure that lands proposed for open space either through donation or purchase are conveyed to the appropriate management agency.
Responsible Agency: Community Development Department, City Manager’s Office, County of Riverside, State and Federal Agencies, Land Conservation Agencies
Schedule: Ongoing

Policy 3
The City of Banning shall protect the peaks and ridgelines within the City, and encourage coordination with adjacent jurisdictions to protect the peaks and ridgelines within the City’s area of influence, to protect the historic visual quality of the hillside areas and natural features of the Pass area.

Program 3 A
The City shall investigate and implement actions and regulations that facilitate hillside development that is compatible with the natural characteristics of the terrain while protecting the significant view sheds, and natural hillside features such as topography, natural drainage, vegetation, wildlife habitats, movement corridors etc.
Responsible Agency: City Council, City Manager’s Office, Planning Department, Public Works Department, City of Beaumont, County of Riverside, Morongo Band of Mission Indians
Schedule: Ongoing
ECONOMIC DEVELOPMENT ELEMENT

VISION
The City of Banning has a robust and diverse economy in 2025. Many companies have established their headquarters in or relocated to the City because of its high quality of life, skilled workforce, community resources, opportunities for investment, and business-friendly environment. The City of Banning is known as a premier location for commerce and a haven for innovation and entrepreneurship in the Southern California region.

PURPOSE
The purpose of the Economic Development Element is to guide the City of Banning in expanding, maintaining and enhancing a local economy that provides jobs, attracts and retains business, supports diverse and vibrant commercial areas, and provides sufficient and sustaining revenue to local government. As mentioned in the Introduction, the Economic Development Element is not a State-mandated element of the General Plan, but the City has long realized its importance in the strategic planning of the community. Clearly, the Economic Development Element is closely related to other elements in the General Plan. The Land Use Element provides the preferred balance and location of land use designations vital to the economic revitalization of the City. The Circulation Element ensures the proper transportation infrastructure to meet future needs while the Conservation and Open Space, Public Services and Facilities, Housing and Community Design Elements all work together to improve quality future development while reinforcing Banning as a great place to live, work and play.

The element is also intended to examine the City’s potential economic opportunities and constraints, and set forth a series of goals, policies, and programs that will help create a viable, well-balanced economy. The element provides general direction on how the community can form resources to retain and expand local businesses, attract new businesses, support and grow the local tax base, and sustain the ability to provide public services for existing and future residents.

INTRODUCTION
The Economic Development Element of the General Plan sets the future direction for economic development programs, planning and activity. The element is characterized under California State Planning Law as an optional element. This element serves as a guide to the City’s use of resources to protect and improve Banning’s economic vitality.

The City of Banning is well positioned for a prosperous economic future. Its position near major interstate and transportation corridors makes Banning a convenient and ideal location live, visit and do business. The City’s variety of housing options, both existing and planned, makes it a place to live for a diverse labor force. The supply of affordable and vacant land with excellent interstate visibility and access provides a unique opportunity for commercial, residential, and industrial development. In the heart of the City is a quaint and historically significant Downtown that provides a sense of community for local residents and that serves as a base for future growth. This element provides specific policies that will advance the City’s Economic Development Strategy to ensure the future short and long term economic goals are met.
BANNING AS PART OF THE PASS
In formulating appropriate fiscal and economic development goals, policies and programs, it is essential to understand the City’s role in the regional economy. The City of Banning is positioned in a portion of Riverside County known as the San Gorgonio Pass Area or “the Pass.” Growth in the Pass, not only in Banning, will continue to have a strong influence on the City’s economy. The Pass is comprised of the Cities of Banning, Beaumont, Cabazon, Calimesa, Yucaipa, and the Reservation area for the Morongo Band of Mission Indians. For many years the Pass was not viewed favorably by the development community due to its easterly location and demographics. Over the years, development has continued to move further east and the Pass communities have continued to grow and expand their demographic base. The population in the Pass Area has increased by approximately 75% since 1990 and is projected to grow another 9.5% by the year 2016 (projected 154,743).

As a result of this growth the demand for residential, commercial and industrial space has now entered the Banning market and sets the stage for the next round of significant development in our community.

DEMOGRAPHIC CHARACTERISTICS
In order to understand the City’s future needs, it is important to first understand the City’s demographic composition, and the changes that have occurred in that composition in past years.

Population
Riverside County experienced rapid growth during the 1980s, like much of southern California. During the economic recession of the early 1990s, population growth slowed somewhat. However, it has continued to grow rapidly since then. U.S. Census data indicates that the County population increased from 663,166 residents in 1980, to 1,170,413 residents in 1990, to 1,545,387 residents in 2000, to 2,239,620 residents in 2011. As previously mentioned the Pass has also experienced relatively rapid growth. Population growth in the City of Banning was less than that of the Pass during this period. Based on U.S. Census data, the City’s population grew from 20,574 residents in 1990 to 23,487 residents in 2000, to 29,603 in 2011. an increase of approximately 45 percent.

Age Distribution
According to the 1990 Census, the median age of Banning residents was 36.8. By 2000, it had increased to 39.9 and in 2010 it had decreased to 37.3. This is slightly older than the median age for Riverside County residents, which based on Year 2010 Census data, was 32.3 years.

By 2015 the age group projected to experience the most growth is between 21 and 34 years, growing from 13.4 percent to 18.6 percent of the City’s population. The age group projected to experience the greatest decline by 2015 from the age 65 and up, which will decrease from 26.8 percent to 24.1 percent of the City’s population.

Household Size
A “household” includes all people who occupy a housing unit. The City’s average household size does not account for those living in group housing, such as convalescent care or nursing homes. Residents living in group housing account for approximately 4 percent of the total
population. Household size represents an average number of persons living in a dwelling unit. In 2000 there were a total of 8,707 households within Banning's corporate limits. In Year 2010 there were 12,144 households in Banning's corporate limits. The City's average household size in 2010 was 2.7. These numbers are projected to increase significantly, by approximately 9,000 housing units, over the next several decades as the City has several large housing projects that are planned for development.

Median Household Income
Median Household income in Banning was $28,467 in 1990, and has grown to an estimated $44,295 in 2010. This is slightly below the Median Household Income of the Pass ($49,386). By 2016 the Median Household Income for Banning is projected to increase by approximately 10.5 percent ($48,945).

Employment Characteristics
Employment characteristics in Banning are consistent with regional trends. In light of the great recession that impacted the entire nation in 2007, Banning is recovering and slowly seeing an increase in the various employment characteristics. Between 2007 and 2010, the share of Education and Health jobs increased from 25.9 percent of the total jobs market to 28.9 percent while the share of construction jobs declined from 6.3 to 3.6 percent. Other large employment sectors in Banning include Leisure/Hospitality at 19.4 percent, Public Administration at 11.5 percent, and Retail at 10.1 percent.

The local unemployment rate is also recovering from the great recession. The City had its highest unemployment rate on record in August of 2010 at 17.3 percent. By December 2012 the unemployment rate had dropped to 12.7 percent. These percentages are consistent within the Pass, but slightly higher than Riverside County rates. The unemployment rate trends over the last several years have continued to improve as the economy has slowly recovered.

The largest employers in Banning are listed in the following Table:

<table>
<thead>
<tr>
<th>Employer</th>
<th>No. of Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Gorgonio Memorial Hospital</td>
<td>250</td>
</tr>
<tr>
<td>Green Thumb Produce</td>
<td>250</td>
</tr>
<tr>
<td>Herling Construction</td>
<td>120</td>
</tr>
<tr>
<td>Albertsons, Inc.</td>
<td>80</td>
</tr>
<tr>
<td>Kmart Corp.</td>
<td>75</td>
</tr>
<tr>
<td>County of Riverside Social Services</td>
<td>68</td>
</tr>
<tr>
<td>Diamond Hills Automotive</td>
<td>65</td>
</tr>
<tr>
<td>Ferreces Group Home</td>
<td>60</td>
</tr>
<tr>
<td>New Millenium Medical Assoc.</td>
<td>60</td>
</tr>
<tr>
<td>Banning Unified School District</td>
<td>57</td>
</tr>
<tr>
<td>City of Banning</td>
<td>55</td>
</tr>
</tbody>
</table>

Source: County of Riverside EDA, January 2012.
Housing Market
The City offers a variety of affordable residential products, at competitive prices that are typically lower than those found in Riverside County overall. In 2010 the median home price in the City was $125,000 with 12,144 housing units in the City. Banning has not had a new housing development in several years, however as the economy is rebounding from the great recession there are several new housing projects in the process of breaking ground. Pardee Homes has 5,487 new homes planned for construction and Rancho San Gorgonio LLC has another 3,500 new homes projected to be built. Both projects will be phased in over a number of years, however the Median Home price for the City is projected to increase based on the variety and size of homes planned for each development.

CURRENT ECONOMIC CONDITIONS

Commercial Development
Commercial development is a critical component in most communities, as the sale of goods and services can generate significant sales tax revenue and employment opportunities. Much of the City’s commercial development is located immediately north and south I-10, and includes freeway-oriented commercial development. It also includes the City’s core Downtown area, which is primarily located along Ramsey Street east of 8th Street and west of Hargrave. A cluster of fast-food restaurants located along Ramsey Street near 22nd Street has formed the core of freeway-oriented commercial development. General commercial land uses occur west of this area, with a focus on vehicle sales and service, while neighborhood commercial development occurs along the City’s western border, on the east side of Highland Springs.

Revitalization efforts in the City’s downtown have also afforded the City with opportunities to further capitalize on potential development opportunities. In addition to the City’s previous Redevelopment Agency efforts, before redevelopment was eliminated in 2012, multiple development projects and investment activities have occurred. Several of the notable projects include:

• The development of the $63M Banning Justice Center along East Ramsey Street;
• The development of the $25M Village Paseo at San Gorgonio Mixed Use Project along East Ramsey Street;
• The Inland Behavioral and Health Services Center along East Ramsey Street;
• The elimination of blighted and dilapidated properties along East Ramsey Street; and
• The transition and change of ownership of long-term vacant properties to new owners interested in developing their sites.

While the City’s proximity to the Railroad represents a potential resource for future business development, discussed under Industrial Development, below, it also constitutes a constraint to commercial activities, primarily in the Downtown core area. As noted in the Circulation Element, there are currently six railroad crossings in the City, of which four are at grade and two are grade separated. Local facilities carry approximately 60 trains a day, which average approximately 7,000 feet in length. Travelers accessing commercial development south of I-10 at the intersections with at-grade crossings may experience delays that have the potential to discourage utilization of those commercial areas.
An Economic Development Strategy prepared for the City in 1999 (see further discussion, below) presented several findings based on research conducted during its preparation. Among the findings were that the City’s tax revenues have not kept pace with its need for services. It also found that the City owns several significant but under-utilized assets, including the Banning Municipal Airport, the Banning Water Canyon, and undeveloped Smith Creek Park lands. Along with the significant vehicle traffic along I-10 through the City, the City’s proximity to the Outlet mall and the Morongo Band of Mission Indians gaming facility provide the City with unique economic development opportunities. These will be further discussed below.

**Industrial Development**

Industrial and logistics development can bring stable and generally higher paying jobs to a community and can induce development in a variety of secondary or supporting industries. Several factors may determine the success of industrial/logistics development. These include site accessibility, the availability of utilities, labor force quality, and the public policy environment as it pertains to industrial growth. In the Pass region, industrial/logistics development has benefited from proximity to U.S. Interstate 10 and the railroad.

The City’s Economic Development Department is currently investigating the City-owned properties in and around the Banning Municipal Airport. Ideally, the City would like to enhance this section of the City with development that includes uses that increase the City’s sales tax and property tax base, and uses that create employment opportunities for our local workforce. The City will continue to work closely with the Morongo Band of Mission Indians on projects and development activity on City property that abuts or is adjacent to Tribal property.

An analysis of land use designations indicates that Banning has allocated sufficient acreage to accommodate future industrial/logistics development. Within the General Plan planning area, lands designated for industrial/logistics uses are located east of Hathaway on the north side of Ramsey; around the Airport; and south of the railroad right of way, between Hathaway and 8th Street. Future industrial/logistics users at these locations may benefit from potential access to lines of the Railroad.

**Taxable Sales and Sales Tax Revenues**

Taxable sales in the City have generally increased over the last several years. As of the 3rd Quarter of 2012, “Sales Tax by Major Business Group” included:

- 27% for Fuel & Service Station
- 23% for Autos and Transportation
- 21% for Restaurants and Hotels
- 13% for Food and Drugs
- 9% for General Consumer Goods
- 5% for Building and Construction
- 2% for Business and Industry

Year to date sales receipts continue to show improvement, however taxable retail sales have been a difficulty for the City for many years. Over the last several years the City has been able to increase its taxable sales base with the addition of smaller retail providers. Given the importance
of retail sales tax to California municipalities, especially in the light of the elimination of redevelopment throughout the State, taxable retail sales are a good measurement of a community’s ability to provide shopping opportunities to its population. The City of Banning is currently lacking in providing this important base to its residents and even losing a portion of its potential sales tax abilities due to sales tax leakage to other communities.

In looking at the development projects projected for the City and also the projects currently underway, the City is already beginning to close the sales tax gap. The City’s Economic Development efforts, as outlined in the eleven policies within this element, include aggressively recruiting high sales tax generating businesses. While the City continues to practice conservative fiscal management it will also capture new retail dollars in an effort to sustain its fiscal health.

SUSTAINABLE ECONOMIC DEVELOPMENT
A healthy economy is one component of long-term sustainability, and a sustainable economy depends on a healthy environment to provide essential resources and a high quality of life. A sustainable economy also requires a healthy society to provide entrepreneurial skills, labor, and markets for goods. Therefore, a sustainable economy must support, conserve and enhance the environmental and social equity components of sustainability. In keeping with the vision for a sustainable economy in Banning, the General Plan promotes infill, redevelopment, and quality new development to meet the City’s future job and housing needs. The City will play a pivotal role in ensuring that adequate infrastructure exists to provide access, capacity, and connectivity to infill, redevelopment and other project areas to promote efficient and intensified use of the available land supply. Key infrastructure assets such as the highway, the airport, and the railroad need to be fully utilized in order to create a strong economy for the community. The use of local resources and skills; conservation of energy, water and other resources; and reduction of dependence on distant and non-renewable resources should play a central role in Banning’s economic development efforts.

LOCAL GOVERNMENT ROLE
Implementing the Economic Development Element and related Policies will confirm the City’s leadership role in facilitating and supporting a strong and healthy local economy. Given changing economic conditions, local governments are competing for business interests. As the economy moves forward, the City may need to occasionally update the Economic Development Policies to adjust to a changing economic climate to ensure that Banning competes successfully in the regional and global economy. One key area where the City can and does take a leadership role in economic development is in its attitude toward business. The City’s leadership team will continue to offer a streamlined development review process and predictability in decision making.

READINESS AND INVESTMENT OPPORTUNITY
The essence of economic development is a readiness for investment to occur. Factors that affect the readiness of land include location, appropriate zoning, availability of infrastructure, and environmental constraints. While Banning has many development attributes, it will continue to increase the number of opportunities available for immediate investment. The City recognizes the need to play a role in actively increasing land readiness and to help facilitate development through public-private partnerships. The City is actively ready to offer a variety of incentives to
encourage new business through our Economic Development Incentive Ordinance. In addition, the City has a distinct advantage over other local communities in that we own our own utilities. Several Economic Incentive Programs specifically targeting utility usage have been designed and implemented. The City will continue to look for new ways to incentivize development within the community.

TOURISM AND TRAVELER REVENUES
The City is located along U.S. I-10 and in proximity to the desert resorts of the Coachella Valley. Completion of the freeway in 1963 substantially reduced the City’s ability to attract business from traffic en route to the Coachella Valley. Over the years the City has increased its limited accommodations for overnight travelers. Several new hotel projects have been completed and additional hotel development is currently being considered.

The City has increased its transient occupancy tax ("TOT") revenues over the last ten years. In 1999 the City’s TOT total was $137,218 and in 2012 the City’s TOT total was $586,082. This is over a 325 percent increase over the last decade.

In addition to the direct revenue generated by transient occupancy taxes, tourists may also be expected to patronize local restaurants, shops, and recreational/cultural attractions. These expenditures translate into increased sales tax revenues for the City and increased earnings for the local labor force, much of which is ultimately funneled back into the local economy.

The City’s Economic Development efforts will continue to pursue development projects and activities that encourage people to visit and spend time in Banning. Several development projects are currently being negotiated that would offer such services and amenities.

GOALS, POLICIES, AND PROGRAMS

Goal
A balanced, broadly-based economy that provides a full range of economic and employment opportunities, including sales tax and property tax generation while maintaining high standards of development and environmental protection.

Policy 1
General Plan land use designations and allocations will facilitate a broad range of residential, commercial, retail, industrial and institutional development opportunities.

Program 1.A
The city shall annually monitor the remaining capacity of all General Plan land use categories to assure that a variety of economic development opportunities are available.

Responsible Agency: Economic Development Department, Community Development Department
Schedule: Ongoing
Program 1.B
All proposals for new development or redevelopment shall be evaluated to assure that these uses complement, support and are compatible with the City’s core economic assets.

**Responsible Agency:** Economic Development Department, Community Development Department, Finance Department, Public Works, City Council

**Schedule:** Ongoing

Policy 2
The City shall take a proactive role in the retention of existing businesses and the recruitment of new businesses, particularly those that generate and broaden employment opportunities, generate sales tax and property tax, increase discretionary incomes, and contribute to City General Fund revenues.

Program 2.A
Work closely with Mount San Jacinto College throughout their planning process to assist in its efficient and timely development, implement educational programs geared to job creation and retention, and to coordinate synergistic development opportunities.

**Responsible Agency:** Economic Development Department, Mount San Jacinto College

**Schedule:** Ongoing

Program 2.B
Aggressively pursue retail commercial developments which reduce the current retail sales leakage.

**Responsible Agency:** Economic Development Department, Community Development Department

**Schedule:** Ongoing

Program 2.C
Continue to maximize the role of the Chamber of Commerce, City web site and other mechanisms that promote and enhance the City’s business climate.

**Responsible Agency:** Economic Development Department, Chamber of Commerce

**Schedule:** Ongoing

Policy 3
Encourage and promote infill development in orderly and logical development patterns that decrease the costs, and increase the efficiency of new utilities, infrastructure, and public services.

Program 3.A
The City shall maintain a package of economic incentive programs that benefit developers of infill projects.

**Responsible Agency:** Economic Development Department, Electric Utility Department, Finance Department

**Schedule:** Ongoing
Program 3.B
The City shall contribute to the financing of tertiary treatment facilities as an economic development tool.
**Responsible Agency:** Economic Development Department, Public Works Department
**Schedule:** As needed and as budget allows

Program 3.C
Use the Downtown Charette as a guideline for the Downtown Commercial area, for the development of high quality, pedestrian oriented retail locations.
**Responsible Agency:** Economic Development Department, Community Development Department, Electric Utility Department, Public Works Department, Planning Commission, City Council
**Schedule:** 2005-2007, Ongoing

Policy 4
Attract a greater number of commercial retail businesses to the Downtown Core area to develop a safe, vital and consumer-friendly downtown shopping area.

Program 4.A
Provisions for the Downtown Commercial Zoning District shall encourage specialty retail uses, live-work uses, and other uses which support and expand the pedestrian and tourist-related shopping experience.
**Responsible Agency:** Planning Department, Planning Commission, City Council
**Schedule:** Ongoing

Program 4.B
The City shall coordinate with public, private and business organizations to explore grant funding to provide funds for rehabilitation and increased code enforcement in the Downtown Core area.
**Responsible Agency:** Community Development Department, Economic Development Department, Chamber of Commerce, City Council
**Schedule:** Ongoing

Program 4.C
The City shall work with local non-profits, downtown property owners, and citizen groups with an interest in development of the Downtown core area, to identify grant monies, private development interests and business synergies to build on existing revitalization activities in this area.
**Responsible Agency:** Redevelopment Agency, CABAM, development community
**Schedule:** Ongoing

Policy 5
Explore opportunities with private entities to fund Smith Creek Park as a viable recreation area.
Program 5.A
Update the Smith Creek Park master plan and actively market this development opportunity among private entities that could fund development and provide for future maintenance of the park and improvements.
**Responsible Agency:** Community Services Department, Community Development Department, City Council, development community
**Schedule:** As future funds become available

Policy 6
Encourage and facilitate highway-serving commercial development at appropriate Interstate-10 interchanges within the City limits.

Program 6.A
Proactively work with CalTrans to improve on- and off-ramp landscaping and improvements to provide more attractive gateways to the City.
**Responsible Agency:** Community Development Department, Economic Development Department, Public Works Department, CalTrans
**Schedule:** Ongoing

Program 6.B
Preserve highway commercial land use designations at interchange locations, and encourage the location of high quality freeway-serving businesses.
**Responsible Agency:** Community Development Department, Economic Development Department, Public Works Department
**Schedule:** Ongoing

Program 6.C
Code compliance on gateway streets and properties adjacent to Interstate 10 shall be strictly enforced.
**Responsible Agency:** Code Enforcement
**Schedule:** Ongoing

Policy 7
Explore joint funding opportunities for the improvement of existing at-grade rail crossings, and investigate necessary infrastructure and funding to extend rail access to lands designated for industrial development.

Program 7.A
Consult with representatives of the Railroad, state and federal legislators, and appropriate state agencies to apply for available funding for these improvements.
**Responsible Agency:** Public Works Department, Railroad, City Council
**Schedule:** Ongoing
Policy 8
In order to maintain existing economic activities and attract new commercial and industrial development, the City shall assure the provision of adequate utilities, infrastructure, and other capital facilities.

Policy 9
All development interests, including residential, commercial and industrial project proponents, shall be responsible for their fair share of on-site and off-site improvements required to support their development proposals. Such improvements may include, but are not limited to, street construction and signalization, grade separation, utility extension, drainage facilities, and parks.

Program 9.A
The City shall consider requests for assistance from project developers for the development of infrastructure and compare them to the economic benefit of the proposed project.

Responsible Agency: Public Works Department, Community Development Department, and Economic Development Department

Schedule: 2005-2006; Ongoing

Program 9.B
Proactively work with the Riverside County Transportation Commission in putting Banning projects on the highest priority within the Transportation Uniform Mitigation Fee (TUMF) program.

Responsible Agency: City Manager’s Office, City Engineer, City Council

Schedule: Ongoing

Policy 10
Continue to encourage and cultivate cooperative relationships with the Morongo Band of Mission Indians and Bureau of Indian Affairs, particularly regarding development opportunities, joint venture or otherwise, of Indian lands within and adjacent to the planning and development and enhancement of community facilities that provide joint benefit, and development projects that produce sales tax/property tax/job generation, to the Tribe and the City.

Program 10.A
Continue to pursue development opportunities that benefit the long-term financial sustainability of the City. Pursue larger facilities to attract national tenants that will enhance the City’s financial position via sales tax generation, property tax generation, and who offer employment opportunities. Consult with representatives of the Railroad, state and federal legislators, and appropriate state agencies to apply for available funding for these improvements.

Responsible Agency: Economic Development Department, Community Development Department, Public Works Department, Railroad, City Council, City Administrative Office

Schedule: Ongoing

Policy 11
Promote development activities and programs that establish the City as a destination venue and encourages tourism.
Program 11.A
Encourage and promote development activities, special events and activities which strengthen the City’s image and attractiveness to residents, visitors, and businesses. Create development and program opportunities that promote educational potential for youth, highlight the history and culture of the City/region, and that offers visitors a unique experience.
**Responsible Agency:** City Council, Chamber of Commerce, Morongo Band of Mission Indians, Inland Empire Tourism Council, Banning and Beaumont Unified School Districts, ECOPAC
**Schedule:** Ongoing

Program 11.B
The City shall conduct market research on tourism approaches, target the tourism markets of interest, and create tourism plan goals and an implementation strategy.
**Responsible Agency:** Economic Development Department, Chamber of Commerce, Local Non-Profits
**Schedule:** Ongoing
Exhibit “B”
Existing Land Use and Economic Development Elements
LAND USE ELEMENT

PURPOSE

The Land Use Element represents the long-term vision of the community for development. Of all the General Plan elements, it receives the greatest attention. The Land Use Element establishes the types and quantities of land available within the City, its sphere of influence, and the planning area. In conjunction with the Circulation Element, it guides the physical development of the City. The Land Use Element defines land use designations, provides statistics regarding vacant and developed lands within these designations, and discusses strategies for the future development of the City. Finally, goals, policies and programs set parameters for decision-makers, staff and the development community.

BACKGROUND

Government Code Section 65300 et. seq. is the guiding law for the Land Use Element. This section of the law requires that all cities establish land use plans which assign residential, commercial, industrial and other land use designations to properties within the jurisdiction. The Land Use Element addresses the broadest issues in the General Plan, and is the most inter-related with other General Plan elements.

This element is most closely associated with the Circulation Element, whose streets and trails must be designed to accommodate the mix of land uses established in the General Plan. The generation of traffic by the various land uses has a direct impact on the sizing and location of roadways, as well as affecting related General Plan issues, such as noise and air quality.

Land use is also critical to the Economic Development Element, insofar as the potential for commercial and industrial development is tied to the appropriate and sufficient supply of land for these developments. This Land Use Element has been developed to support the Economic Development Element by assigning a wide range of land uses in a logical manner throughout the community.

Ultimately, the Land Use Element’s most important task is to maintain and improve the residents’ quality of life. In developing the land use map and the goals, policies and programs included in this Element, great care has been taken to assure compatibility between land uses, to provide for future jobs and commercial opportunities, and to preserve open spaces for the enjoyment of the entire community.

The City, its Sphere of Influence, and its Planning Area

In developing this General Plan, the City has analyzed issues and assigned land uses to lands within its corporate boundary, its legal sphere of influence (sphere), and a planning area which is outside the City and sphere, but which represents a logical extension of the City in the long term. Lands within each of these categories are shown on the General Plan Study Area Boundaries.
Map, Exhibit III-1. The City comprises a total of 14,823 acres, extending easterly from Highland Springs Avenue to Fields Road, and from the San Bernardino County line on the north to Bobcat Road on the south. The City’s Sphere of Influence includes eight separate areas on the north and south ends of the City, totaling 5,436 acres. Lands included in the Planning Area occur adjacent to the north, northwest and southern portions of the City, and total 3,296 acres.

The analysis leading to this Land Use Element included review of the City’s previous General Plan, and the current General Plans of the County of Riverside and the Morongo Band of Mission Indians (for lands outside the City’s limits). The influence of development in Beaumont has also been considered. The General Plan Advisory Committee has considered existing land use, visions for the future, and physical constraints, in developing the land use map and goals, policies and programs included in this Element. The goals, policies and programs address both general land use principles applicable throughout the planning area, and specific issues associated with each land use type in the City.
General Plan Land Use Designations

The following Land Use Designations are included in the Land Use Map for the General Plan, as shown on Exhibit III-2. Each designation is defined below. Specific land uses are detailed in the Zoning Ordinance. Abbreviations for each land use designation are provided in brackets.

Open Space-Resources (OS-R)
Lands for the preservation of water, biological, visual, ridgelines, or other resources, and for flooding, geotechnical or other hazards are included in this category. Electrical transmission line easements, natural gas or fuel transmission line easements preserved as open space through the development process are also included. Non-motorized vehicle trails, roads and passive parks may be appropriate within this designation.

Open Space- Parks (OS-Pa)
Allows public and private parks and recreational facilities, including golf courses, tot lots, dog parks, neighborhood, community and regional parks, sports fields, and passive parks.

Open Space- Public (OS-Pu)
Lands owned by the County, the state of California, United States or Tribal entities, which are preserved as natural open space are included in this land use category.

Open Space- Hillside Preservation
Lands, whether in private or public ownership, which are preserved as open space, including ridgelines. Uses such as trails, wildlife viewing areas, ranger stations, roads and passive parks may be appropriate.

Ranch/Agriculture Residential (RAR) (1 du/10 acres)
Allows detached single-family homes on lots of at least ten acres. Also permitted are agricultural and ranching activities, animal keeping (both personal use and commercial), and animal-keeping or agricultural related commercial enterprises, such as feed stores, commercial stables and similar uses, and home occupations. May be appropriate for bed & breakfast and similar uses, with the approval of a conditional use permit. If Ranch/Agriculture Residential – Hillside density transfers are applied to a Ranch/Agriculture Residential parcel, the maximum density shall be one dwelling unit per 5 acres.

Ranch/Agriculture Residential – Hillside (RAR-H) (1 du/10 acres)
Assigned to lands in the foothills. Portions of the site exceeding 25% slope as well as the ridgelines are to be preserved as open space, but density may be transferred to developable areas. If a density transfer is applied, the maximum density for the developable lands shall be one dwelling unit per 5 acres.
Rural Residential (RR) (0-1 du/acre)
Allows detached single family homes on lots of at least one acre. Also permitted are agricultural and ranching activities, animal keeping (both personal use and commercial) and home occupations. May be appropriate for bed & breakfast and similar uses, with the approval of a conditional use permit. May also be appropriate for animal-keeping or agricultural related commercial enterprises, such as feed stores, commercial stables and similar uses with approval of a conditional use permit.

Rural Residential – Hillside (RR-H) (0-1 du/acre)
Assigned to lands in the foothills. Portions of the site exceeding 25% slope as well as the ridgelines are to be preserved as open space, but density may be transferred to developable areas. All other RR provisions apply. If a density transfer is applied, the maximum density allowable is 2 units to the acre, and the standards of the Very Low Density Residential designation will be applied.

Very Low Density Residential (VLDR) (0-2 du/acre)
Allows detached single-family homes at a density of up to 2 units per acre. Home occupations are permitted. May be appropriate for bed & breakfast and similar uses. Animal keeping is permitted according to Zoning restrictions.

Low Density Residential (LDR) (0-5 du/acre)
Allows the development of attached and detached single family homes, in traditional subdivisions and planned communities. The clustering of condominiums and townhomes may be appropriate with the provision of common area amenities and open space, when a Specific Plan is prepared. Home occupations are permitted. Bed & breakfasts and similar uses may be appropriate with the approval of a conditional use permit.

Medium Density Residential (MDR) (0-10 du/acre)
Allows the development of attached and detached single family homes, in traditional subdivisions and planned communities. Also allows condominiums and townhomes, garden apartments and duplexes, with the provision of common area amenities and open space. The clustering of condominiums and townhomes may be appropriate with the provision of common area amenities and open space. Home occupations are permitted. Bed & breakfasts and similar uses may be appropriate with the approval of a conditional use permit. May also be appropriate for convenience retail commercial ("corner store" type development such as convenience stores, grocery or green grocer, video rental, drug stores, sit down restaurants, coffee shops or coffee bars or similar uses), less than 5,000 square feet in total square footage, with approval of a conditional use permit.
High Density Residential (HDR) (11-18 du/acre)
Allows condominiums and townhomes, as well as apartments with the provision of common area amenities and open space. Duplex and multi-plex development is the most prevalent type of development in this designation. The clustering of condominiums and townhomes may be appropriate with the provision of common area amenities and open space. Mobile home parks and subdivisions may also be appropriate, with the approval of a conditional use permit. Home occupations are permitted.

Mobile Home Park (MHP)
The designation applies to existing mobile home parks or subdivisions within the City. Only mobile parks and subdivisions are permitted. Home occupations are permitted.

Downtown Commercial (DC)
Small scale commercial retail and office uses, services, restaurants, entertainment retail are the primary uses in this designation. Auto related uses proposed after adoption of this General Plan will be prohibited. All existing auto uses in existence as of the adoption of this General Plan will be permitted until such time as the use in a particular location ceases operation for a period of six months. Mixed Use, residential land uses in combination with commercial businesses, are also encouraged. Guesthouses, bed & breakfasts, hotels and motels are also appropriate in this designation.

General Commercial (GC)
Allows food and drug stores; home improvement; auto sales, leasing, service and repair; department and general retail outlets; merchandise leasing; neighborhood serving retail and services; restaurants; entertainment uses; gas stations; general offices (secondary to retail); mixed uses; and financial institutions. All existing uses in existence as of the adoption of this General Plan will be permitted until such time as the use in a particular location ceases operation for a period of six months.

Highway Serving Commercial (HC)
Allows restaurants (fast food and sit down), hotels and motels, auto related retail, repair and services, including gas stations, convenience stores and similar uses serving the I-10 traveler.

Professional Office (PO)
Allows professional offices and social services, financial institutions with only ancillary retail, and mixed uses.

Industrial (I)
Includes industrial parks and freestanding industrial users. Examples include light and medium intensity manufacturing operations, warehousing and distribution, mini-storage, and associated offices. Commercial recreation facilities are also appropriate. Auto storage and repair is also allowed. Ancillary retail may also be appropriate.

Business Park (BP)
Light industrial manufacturing and office/warehouse buildings are appropriate in this designation. Restaurants and retail uses ancillary to a primary use, and professional offices are
also appropriate. Commercial development, such as large-scale retail (club stores, home improvement, etc.) and mixed-use project may also be permitted, subject to a conditional use permit.

**Industrial-Mineral Resources (I-MR)**
Allows surface mining operations on lands designated by the City or the state as having significant potential for mineral resources. All the requirements of the State Department of Mining and Geology shall apply.

**Airport Industrial (AI)**
Land uses must be focused on airport-related and transportation-related functions, including machining, manufacturing, warehousing, flight schools, restaurants and office uses. Aircraft maintenance, repair and catering services are also appropriate.

**Public Facilities-Airport (PF-A)**
Land uses are specifically related to airport operations: administration offices, hangars, tie-downs, runways, restaurants and flight schools. Ancillary retail and service business relating to the airport are appropriate.

**Public Facilities- Government (PF-G)**
City Hall, Police Department, Community Center, libraries and similar governmental buildings.

**Public Facilities- Fire Station (PF-F)**

**Public Facilities- Schools (PF-S)**
Public and private schools at all levels, including colleges.

**Public Facilities- Hospital (PF-H)**

**Public Facilities – Railroad and Interstate (PF-R)**

**Specific Plans**
The Specific Plan is an important tool in the coordinated development of larger parcels, or of projects which propose a variety of land uses. They shall include design standards and guidelines, infrastructure plans and implementation measures to ensure the coordinated, orderly development of a project. Government Code provides the standards and guidelines for the content of Specific Plans. Specific Plans can also be combined with environmental documentation, and result in a Specific Plan/Environmental Impact Report.

In Banning, Specific Plans have previously been considered a land use designation. With adoption of this General Plan, this is no longer the case. Existing approved Specific Plans are shown on the land use map with their approved land use plan, and the Specific Plan overlay.

With adoption of this General Plan, Specific Plans are required for projects which propose more than one type of residential land use, commercial land uses and/or industrial land uses, or a combination of these, within one project site. Specific Plans are also required when a project is
proposed within an area previously undeveloped, where infrastructure master planning will be required (water, sewer, flood control or roadways), and when the project will be phased. Once a new Specific Plan is approved by the City Council, the Land Use Map will be amended to place the Specific Plan overlay on that area.

Buildout Statistical Analysis

The General Plan area consists of 14,823.1 acres within the City limits, 5,436.2 acres within the Sphere of Influence, and 3,295.7 acres within the planning area, for a total land area of 23,555 acres. This acreage has been assigned land use designations which result in the land use statistical summary depicted in Table III-1, below.
## Table III-1
General Plan Buildout Summary

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>City Limits</th>
<th>Sphere of Influence</th>
<th>Planning Area</th>
<th>Grand Total</th>
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<td>Ranch/Agriculture (1 du/10 ac.)</td>
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<td>Public Facilities - Government</td>
<td>24.3</td>
<td>39.7</td>
<td>64.0</td>
<td></td>
</tr>
<tr>
<td>Public Facilities - Hospital</td>
<td>10.6</td>
<td>0.3</td>
<td>10.8</td>
<td></td>
</tr>
<tr>
<td>Public Facilities - RR/Interstate</td>
<td>419.3</td>
<td>48.9</td>
<td>468.2</td>
<td></td>
</tr>
<tr>
<td>Public Facilities - School</td>
<td>137.9</td>
<td>95.3</td>
<td>233.6</td>
<td></td>
</tr>
</tbody>
</table>

Grand Total

|                                      | 4,739.9 | 10,083.3 | 14,823.2 | 146.2 | 5,290.0 | 5,436.2 | 281.7 | 3,013.9 | 3,295.0 | 23,555.0 |

### Existing Residential Development

Existing residential development in the City can be characterized geographically. Traditionally, larger lots, often including animal keeping, have been developed south of the Interstate 10/Railroad corridor. In recent years, the Sun Lakes Country Club project, located south of the Interstate and east of Highland Springs Avenue, was developed to include a golf course and a variety of lot sizes. Sun Lakes has developed at a greater density than had previously been experienced on the south side of the City.

On the north side of the Interstate, single family residential land uses have developed northerly of the Ramsey Street commercial corridor, in lot sizes ranging from 7,000 to 15,000 or more square feet. Multi-family residential development has occurred, both in apartments and in mobile
home parks, along Wilson Street, immediately north of Ramsey Street, and between San Gorgonio and Hathaway, north and south of the Interstate corridor.

The divergent neighborhoods in the City require special attention in the planning of the City’s buildout. The development opportunities of the various areas of the City available for residential units are discussed further below.

**Existing Commercial Development**
Commercial development in the City has focused entirely on the Ramsey Street corridor in the past. Extensions of the corridor have occurred on the east side of Highland Springs Avenue, from Sun Lakes Boulevard to Wilson Street, and in the Downtown area, between 4th Street and Alessandro. The development of commercial land in the City has been smaller in scale, due primarily to lot configuration (which is shallow in a north-south direction in many areas), existing parking requirements, and multiple small lot ownerships, which have made consolidated projects more difficult.

The Downtown area has developed with its own character, and represents a special development type in the City. Many of the buildings in this area are the oldest commercial structures in the City, and the scale of the area makes it conducive to pedestrian circulation. The development potential of the Downtown area is discussed further below.

**Existing Industrial Development**
Industrial development in the City has historically been divided into airport-related uses, and traditional industrial land uses. The airport-related land uses are primarily centered on the City’s airport property, and on lands immediately adjacent to it. Industrial land uses, ranging from storage to heavy manufacturing, occur on both sides of Lincoln Street, generally east of 16th Street.

The City has attracted a number of manufacturing businesses, and has thus created a core of job-generating land uses which continue to be an important part of the community. Future industrial development opportunities are discussed further below.

**Redevelopment Project Area**
The City’s Redevelopment Project Area encompasses approximately 3,000 acres, and includes all of the Ramsey Street corridor (please see Exhibit III-3, in the Economic Development Element). Lands within the Redevelopment Project Area include all land use designations, and a full range of existing land uses. The tax increment revenue received by the City, as well as bond issuance and other funding mechanisms available to the Redevelopment Agency, enable the financing of a number of projects to promote and enhance economic development and affordable housing. The City has developed a number of programs in this regard, enumerated and described in the Economic Development Element.

**FUTURE DIRECTIONS**
Land use in the future will consist of two distinct types of development. The City is currently seeing the preparation of Specific Plans for large tracts of land, which will result in the
development of master planned communities in the western half of the City. Areas in the south eastern portion of the City will likely also develop through master planning. In the northern portion of the City, where larger land holdings are fewer and the majority of development has occurred, infill development (the development of existing lots or the assemblage of several existing lots to create a project area) will continue.

The City has an opportunity for development and redevelopment of the Ramsey Street corridor for mixed-use/commercial development in conjunction with programs available through the Redevelopment Agency. Commercial and industrial development will also be focused on the north side of Lincoln Street, adjacent to the Interstate 10 and railroad rights of way.

This General Plan also includes areas designated for open spaces, to ensure the preservation and enhancement of hillsides, ridgelines, resource areas and park lands, particularly on the north and south boundaries of the planning area.

The following pages provide goals, policies and programs on a categorical basis. First, City-wide land use principles are listed. These are followed by individual analysis and goals, policies and programs for residential, commercial, industrial, open space and public land use categories.

CITY-WIDE GOALS, POLICIES AND PROGRAMS

Goal
A balanced, well planned community including businesses which provides a functional pattern of land uses and enhances the quality of life for all Banning residents.

Policy 1
The City maintain a land use map which assures a balance of residential, commercial, industrial open space and public lands.

Program 1.A
The city shall annually monitor the remaining capacity of all General Plan land use categories and recommend changes to the City Council as needed.

Responsible Agency: Planning Department, Planning Commission
Schedule: 2005-2006, Annually thereafter

Program 1.B
The City’s Zoning Ordinance shall directly correspond to General Plan land use designations, and shall be kept consistent with the General Plan.

Responsible Agency: Planning Department, Planning Commission, City Council
Schedule: 2005-2006, Annually thereafter

Policy 2
The Planning, Public Works and Economic Development staffs shall be closely coordinated, to assure efficient and cost effective processing of applications.
Program 2.A
The City shall develop a Fast Track application process for projects which enhance the City’s economic development. Procedures and timelines shall be provided to qualifying project applicants in writing.
Responsible Agency: Planning Department, Public Works, Economic Development staff, Redevelopment Agency, City Manager’s Office
Schedule: 2005-2006

Policy 3
Development in all land use categories shall be of the highest quality.

Program 3.A
The Zoning Ordinance shall include design standards and guidelines which assist the development community in developing high quality projects.
Responsible Agency: Planning Department, Planning Commission, City Council
Schedule: 2005-2006

Policy 4
Specific Plans shall be required for projects proposing one or more of the following:

a. More than one residential land use designation;
b. A combination of residential, recreational, commercial and/or industrial land use designation; or
c. Extension of infrastructure (water, sewer and roadways) into an area where these do not exist.

Policy 5
All land use proposals shall be consistent with the goals, policies and programs of this General Plan, and with the Zoning Ordinance.

Policy 6
The City shall implement a program for Art in Public Places.

Program 6.A
An Art in Public Places Ordinance shall be prepared and incorporated into the Municipal Code.
Responsible Agency: Community Services Department, Planning Department, Planning Commission, City Council.
Schedule: 2005-2006

RESIDENTIAL LAND USE

The vast majority of the City’s residential developed lands are single family homes on lots ranging from 7,000 to 15,000 square feet, particularly on the north side of the City. South of Interstate 10, and with the exception of the Sun Lakes Specific Plan, lot sizes are considerably larger, and often have included either animal keeping or farming activities.
Lands available for residential development generally fall into two types: infill development on the north side of the City, and larger holdings, most of which will require coordinated development efforts, on the south side of the City. Table-2, below, provides information on vacant and developed residential lands in the City, the Sphere of Influence, and the planning area.

### Table III-2

**Residential Buildout Statistical Summary**

| Designation                                    | Acres Total | Exist. Units | Future Units | Total Units | Acres Total | Exist. Units | Future Units | Total Units | Acres Total | Exist. Units | Future Units | Total Units | Grand Total Acres |
|------------------------------------------------|-------------|--------------|--------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|--------------|--------------|-------------|------------------|
| Ranch/Agriculture (1 du/10 ac.)                | 77.7        | 8            | 8            | 798.7       | 72          | 72           | 661.2        | 63          | 63          | 143          | 1,537.6      |
| Ranch/Agriculture - Hillside (1 du/10 ac.)    | 473.3       | 35           | 35           | 1,553.1     | 154         | 154          | 439.8        | 42          | 42          | 231          | 2,466.2      |
| Rural Residential - (0-1 du/ac.)               | 595.9       | 471          | 471          | 910.6       | 902         | 902          | 839.4        | 640         | 640         | 2,013        | 2,345.9      |
| Rural Residential - Hillside (0-1 du/ac.)      | 56.2        | 86           | 84           | 78.5        | 79          | 79           | 269.3        | 269         | 269         | 432          | 404.0        |
| Very Low Density Residential (0-2 du/ac.)      | 2,146.9     | 8,227        | 2,875        | 11,102      | 220.4       | 352          | 298          | 650         | 0.0         | 204         | 0            | 11,956       | 2,367.3      |
| Low Density Residential (0-5 du/ac.)           | 3,147.6     | 6,928        | 6,028        | 167.0       | 626         | 626          | 132.1        | 486         | 486         | 8,040        | 3,446.5      |
| Medium Density Residential (0-10 du/ac.)       | 1,018.7     | 2,720        | 2,720        | 49.4        | 371         | 371          | 29.7         | 221         | 221         | 3,311        | 1,097.8      |
| High Density Residential (11-18 du/ac.)        | 369.9       | 1,021        | 2,881        | 3,902       | 9.7         | 129          | 129          | 0.0         | 0           | 0            | 4,031        | 379.6        |
| Mobile Home Park                               | 130.4       | 1,156        | 188          | 1,345       |             |              |              |             |             |              | 1,345        | 130.4        |                  |
| Residential Total                              | 8,016.4     | 10,404       | 16,191       | 26,595      | 3,787       | 352          | 2,630        | 2,982       | 2,372       | 1,722        | 19,263       | 31,503       | 14,175       |

**Note:** Future units calculated at 75% of maximum density except in Ranch/Agriculture, Ranch/Agriculture-Hillside, Rural Residential and Rural Residential- Hillside.

### Buildout Population

Based on the table above, the City’s buildout population is estimated to total 67,697, the Sphere of Influence’s will total 7,622, and the planning area’s will total 4,907\(^1\). Total population at buildout for the entire General Plan area is therefore estimated to be 80,226.

### Neighborhood Identity

Through the development of this General Plan, the variety and diversity of neighborhoods in the City has been clearly identified. These areas are bound together by tangible and intangible similarities, including age of housing, lifestyle and geographic isolation. The City wishes to support and enhance these neighborhoods, and preserve the quality of life they represent to their residents.

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\(^1\) Assumes 2003 populations of 25,600, 784, and 430 for the City, Sphere of Influence and planning area, respectively; and a household size of 2.6 persons. Does not include potential residential population in the Downtown Commercial land use designation.
Master Planned Communities
Existing and proposed Specific Plans in the City, including the Sun Lakes project, the Loma Linda property Specific Plan, the Deutsch Specific Plan, and the Sunset Crossroads Specific Plan create their own internal neighborhood identities, and are likely to evolve as such as they are developed. New projects which may be proposed through the Specific Plan process are likely to also develop into neighborhoods with their own identities.

Development Opportunities for the Future
The General Plan process has resulted in a strong sense in the City of high quality, livable community. The quality of life of all residents, and their ability to find the type of housing which fits their lifestyle is important and must be preserved and enhanced. Four areas of focus are described below.

Downtown Commercial
The area bounded by 8th Street to the west, Hargrave to the east, the Interstate 10 corridor to the south, and Nicolet on the north has been designated as the Downtown Commercial area. This is the traditional “center of town,” and included City Hall, small scale retail shops, the City’s movie theatre, and older residential areas. In May 2004, the City conducted a design charrette to develop ideas on the character of this area. The resulting document provides the City with ideas on how this area can be enhanced and redeveloped. Of particular interest in this process is the concept of intensifying the land uses in this area. This may include live-work buildings, where residential units are located either above or behind a retail studio or shop; downstairs commercial businesses with upstairs apartments or condominiums; high density residential development within easy walking distance of the commercial shops on Ramsey; and the enhancement of pedestrian and non-motorized travel, including enhanced sidewalks, shaded sitting areas and community plazas.

Neighborhood Plans
As described above, there are a number of existing and distinct neighborhoods in the City. In order to preserve and enhance their character, policy and programs have been developed below which allow for the preparation of neighborhood plans which will establish design standards and guidelines for each of these neighborhoods. In developing the General Plan, several of the City-wide standards discussed, including the need for sidewalks and trails, the preservation of street trees, and the character of local streetscapes, have been discussed. As these discussions developed, it has become clear that each of these neighborhoods should have the opportunity to develop a community-driven neighborhood plan which sets design parameters. These parameters may be implemented by new development, or may require retrofitting by the neighborhood or City, depending on whether the improvements are proposed in areas currently vacant or on developed property.

A Livable City
Land subdivisions in the City have been traditional in their design. The City’s requirements have provided for standard lots, 60 foot wide local streets, and minimal site design. As the remainder of the City develops, it is important to the residents of this community that proposed subdivisions provide high quality, creative design which will lead to a livable City. The Circulation Element includes provisions for local street design which allows for creativity and variety, as well as traffic calming tools. The Zoning Ordinance includes design standards and guidelines which
encourage clustered housing, interior trails and parks in residential tracts, and other design tools which will encourage creative site design. The General Plan includes policies for the preservation of street trees and the development of a trail system, and the provision of sidewalks for safe pedestrian travel. All these concepts, when implemented, should lead the City to a more livable, and ultimately higher quality of life.

Density Transfers to Preserve Hillsides
In order to assure that the City’s hillsides are preserved to the greatest extent possible, hillside designations have been provided in the General Plan (please see land use designation definitions, above) for the Ranch/Agriculture and Rural Residential designations. The intent of these designations is to allow the development of flat areas within a property at a greater density, if hillside areas are preserved. In the case of the Ranch/Agriculture designation, maximum density can be increased from 1 unit per 10 acres to 1 unit per 5 acres with a density transfer. In the case of the Rural Residential designation, the density transfer can result in an increase from 1 unit per acre to 2 units per acre.

RESIDENTIAL GOALS, POLICIES AND PROGRAMS

Goal 1
Preserve and enhance the City’s neighborhoods.

Goal 2
A broad range of housing types to fill the needs of the City’s current and future residents.

Policy 1
The land use map shall provide a range of housing densities while considering land use compatibility with non-residential land uses.

Policy 2
Projects adjacent to existing neighborhoods shall be carefully reviewed to assure that neighborhood character is protected.

Policy 3
Density transfers resulting in a 50% increase in density shall be permitted in the Residential/Agriculture-Hillside and Rural Residential-Hillside land use designations.

Policy 4
The City’s Zoning Ordinance shall include design standards and guidelines which encourage high quality residential development.

Program 4.A
Design standards and guidelines shall be included in all residential zoning categories.

Responsible Agency: Planning Department, Planning Commission, City Council
Schedule: 2005-2006
Policy 5
The City shall complete Specific Neighborhood Plans when requested by the neighborhood.

Program 5.A
Develop and implement an outreach program and outline of parameters for Neighborhood Plans.
Responsible Agency: Planning Department, Planning Commission, City Council
Schedule: 2006-2007; As requested by neighborhoods

Policy 6
The Zoning Ordinance shall include principles, standards and guidelines which allow for creative and flexible design of residential projects, including clustered housing, narrowed local streets, trails, parks and plazas.

Policy 7
The Zoning Ordinance shall include principles, standards and guidelines which provide for high quality, high density mixed use residential development, in the Downtown Commercial zoning designation.

Policy 8
The City will participate in a Community Plan for the Banning Bench with Riverside County and the Banning Bench Community of Interest. Specific development proposals will continue to be processed during its preparation.

Program 8.A
Negotiate with the Banning Bench Community of Interest as part of the Master Plan for either inclusion in the City's Sphere of Influence or annexation.
Responsible Agency: City Council, Community of Interest
Schedule: 2005-2006
COMMERCIAL AND INDUSTRIAL LAND USES

The City's commercial development has traditionally been focused on the Ramsey Street corridor. In more recent times, commercial development has also occurred on the east side of Highland Springs Avenue. The General Plan does not change this development pattern, but does add to it, by providing additional commercial opportunities along the north side of Lincoln Street, between Sunset Avenue and 8th Street. The General Plan provides four land use designations appropriate for commercial development: General Commercial, Highway Serving Commercial, Downtown Commercial and Professional Office.

The General Commercial and Highway Serving Commercial designations allow the broadest range of commercial retail opportunities. The Highway Serving Commercial designation is geared more toward the Interstate 10 traveler, with a focus on restaurants, tourist uses, and auto service uses. The Professional Office designation is designed to provide space for professional and social service land uses, and providing a convenient and accessible location for businesses which do not generate sales tax. As discussed above, the Downtown Commercial designation is the City's specialty retail and mixed use area, and is envisioned to redevelop to encourage tourism, pedestrian access and a sense of community.

Commercial lands designated in the General Plan have the potential to generate 6,757,082 square feet of retail and office space in the City, as shown in Table III-3, below.

<table>
<thead>
<tr>
<th>Designation</th>
<th>Acres Dev</th>
<th>Acres Vacant</th>
<th>Acres Total</th>
<th>Total Potential S.F.</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Commercial</td>
<td>203.8</td>
<td>252.1</td>
<td>455.9</td>
<td>4,368,981</td>
</tr>
<tr>
<td>Highway Serving Commercial</td>
<td>103.0</td>
<td>7.3</td>
<td>110.3</td>
<td>1,057,027</td>
</tr>
<tr>
<td>Downtown Commercial</td>
<td>86.0</td>
<td>11.3</td>
<td>97.3</td>
<td>932,445</td>
</tr>
<tr>
<td>Professional Office</td>
<td>23.0</td>
<td>18.6</td>
<td>41.6</td>
<td>398,629</td>
</tr>
<tr>
<td>Subtotal Commercial</td>
<td>415.8</td>
<td>289.3</td>
<td>705.1</td>
<td>6,757,082</td>
</tr>
<tr>
<td>Business Park</td>
<td>91.6</td>
<td>292.1</td>
<td>383.7</td>
<td>4,178,493</td>
</tr>
<tr>
<td>Industrial</td>
<td>146.7</td>
<td>274.1</td>
<td>420.8</td>
<td>4,582,512</td>
</tr>
<tr>
<td>Airport Industrial</td>
<td>41.6</td>
<td>94.2</td>
<td>135.8</td>
<td>1,478,321</td>
</tr>
<tr>
<td>Industrial-Mineral Resources</td>
<td>188.5</td>
<td>27.7</td>
<td>216.2</td>
<td>N/A</td>
</tr>
<tr>
<td>Subtotal Industrial</td>
<td>468.4</td>
<td>688.1</td>
<td>1,156.5</td>
<td>10,239,326</td>
</tr>
<tr>
<td>Grand Total Commercial &amp; Industrial</td>
<td>884.2</td>
<td>977.4</td>
<td>1,861.6</td>
<td>16,996,408</td>
</tr>
</tbody>
</table>

Industrial development in the City has traditionally occurred on the north side of Lincoln, and surrounding the City's airport. The area of industrially designated land has been reduced in this General Plan, particularly west of 8th Street on the north side of Lincoln. There are four land use categories which allow industrial development, including Business Park, Industrial, Industrial-Mineral Resources, and Airport Industrial. The Business Park designation allows a mix of commercial and light industrial land uses, and provides a transitional designation from...
commercial to industrial land uses. The Industrial designation allows the broadest range of users, and preserves the existing industrial businesses in the City. The Industrial – Mineral Resources designation is assigned to the existing Robertson sand and gravel facility, and is intended to specifically regulate mining operations. The Airport Industrial category acknowledges the importance of the City’s airport, and provides for land uses related to and compatible with that facility.

Industrial development has been an important source of jobs in the City, and the City continues to attract industrial land uses, primarily due to the limited industrial lands available in the Pass region. As development pressures continue to intensify in the Inland Empire to the west of the City, industrial development will continue to seek locations in Banning.

The industrial designations have the potential to generate 10,239,326 square feet of industrial space at buildout of the General Plan.

COMMERCIAL AND INDUSTRIAL GOALS, POLICIES AND PROGRAMS

Commercial Goal

Complementary commercial uses which meet the needs of the City’s residents, increase the City’s revenues, and provide a range of employment opportunities.

Industrial Goal

A balanced mix of non-polluting industrial land uses which provide local jobs for the City’s residents.

Policy 1
The land use map shall include sufficient commercial lands to provide a broad range of products and services to the City and region, while carefully considering compatibility with adjacent residential lands.

Policy 2
In coordination with the Economic Development Element, the City shall maintain market information, including information on the City’s identified service needs, potential sites, Fast Track System and provide information on those sites to the development community.

Program 2.A
Develop and maintain an inventory of potential commercial sites, including lands which may require consolidation, and demographic information for use by the Economic Development staff in attracting new businesses to the City.

Responsible Agency: Economic Development staff, Planning Department, City Manager’s Office
Schedule: 2005-2006
Program 2.B
The Redevelopment Agency shall consider land purchases which allow for the consolidation of smaller, under-utilized commercial sites into larger and more useable parcels, to be marketed to the development community.

Responsible Agency: Redevelopment Agency
Schedule: Ongoing as lands are identified

Policy 3
The Zoning Ordinance shall include principles, design standards and guidelines which encourage the development of high quality commercial projects.

Policy 4
The Zoning Ordinance shall include principles, design standards and guidelines, based on the Downtown Design Charette, which provide for high quality, pedestrian oriented retail development in the Downtown Commercial zoning designation.

Policy 5
The City shall coordinate with the Banning Unified, the Beaumont Unified School Districts and the Mount San Jacinto Community College to provide vocational education to support commercial and industrial businesses in the City and surrounding areas.

Policy 6
The City shall develop and implement a community identification program, including monument signage, directional signs, etc. which provide attractive entry statements for the City, and which direct visitors to local points of interest.

Policy 7
The land use map shall include sufficient industrial lands for manufacturing, warehousing and distribution, while carefully considering compatibility with adjacent lands.

Policy 8
Industrial lands shall be located on major roadways with good access to Interstate 10, to assure that potential traffic impacts associated with tractor-trailers are minimized.

Policy 9
The Redevelopment Agency will consider purchases of residential properties occurring in the industrial land use designations when they are put up for sale.

Program 9.A
Establish contacts in the real estate community to be notified of residential properties for sale in the industrial areas, and consider purchases when appropriate.

Responsible Agency: Redevelopment Agency
Schedule: Ongoing as properties become available
Policy 10
The Zoning Ordinance shall include principles, design standards and guidelines which encourage the development of high quality industrial projects.

Policy 11
Industrial campuses and master planned projects are encouraged.

Policy 12
The City shall coordinate with developers and the Railroad to secure railroad spurs.

Policy 13
The City shall adequately regulate sand and gravel operations to assure that their impacts to surrounding development is minimized.

Program 13.A
The City shall establish a formal relationship with the County Geologist or other qualified agency to monitor mineral resource operations under the State Mining and Reclamation Act (SMARA).

Responsible Agency: Planning Department, Riverside County Geologist
Schedule: 2005-2006

PUBLIC FACILITIES LAND USES

Land uses for public facilities include such governmental functions as City offices and facilities and fire stations, and the airport. Others include schools, the hospital, and libraries. The land use plan identifies public facilities if they are currently owned by a public entity, or proposed for dedication to a public entity in a Specific Plan. In the future, as additional facilities are acquired, the General Plan land use map will be amended to reflect these acquisitions.

<table>
<thead>
<tr>
<th>Designation</th>
<th>City Limits</th>
<th>Sphere of Influence</th>
<th>Grand Total</th>
<th>Acres</th>
<th>Total Acres</th>
<th>Acres</th>
<th>Total Acres</th>
<th>Acres</th>
<th>Total Acres</th>
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<th>Total Acres</th>
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<tbody>
<tr>
<td>Public Facilities - Airport</td>
<td>72.3</td>
<td>72.1</td>
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<td>144.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
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<td>2.5</td>
<td>15.4</td>
<td>15.4</td>
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<td></td>
<td></td>
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<td>Public Facilities - Fire Station</td>
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<td></td>
<td></td>
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<tr>
<td>Public Facilities - Government</td>
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<tr>
<td>Public Facilities - Library</td>
<td>0.84</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Public Facilities - Hospital</td>
<td>10.9</td>
<td>0.3</td>
<td>10.8</td>
<td>10.8</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Facilities - Railroad/Interstate</td>
<td>419.4</td>
<td>48.9</td>
<td>468.3</td>
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<tr>
<td>Public Facilities - School</td>
<td>137.3</td>
<td>95.7</td>
<td>233.6</td>
<td>233.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Grand Total Public Facilities</td>
<td>681.0</td>
<td>259.2</td>
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<td>940.2</td>
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<td></td>
<td></td>
<td></td>
<td>2.9</td>
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</tr>
</tbody>
</table>

Table III-4 identifies 940.2 acres within the City limits and about 2.9 acres within the City’s sphere-of-influence for public facilities. No public facilities designations occur in the planning area. The largest area under this category is the Interstate 10/Railroad corridor.
As the City grows, it is essential that the need for public facilities be identified and planned. Many of these facilities are not under the control of the City (schools and fire stations, for example). However, the maintenance of the City’s existing relationships with the school districts, the County fire department and other agencies is critical in assuring that sufficient land is made available for the future development of public facilities in the City, the Sphere of Influence and the planning area.

PUBLIC FACILITIES GOAL, POLICIES AND PROGRAMS

Goal

Sufficient and appropriately located public facilities to serve the needs of the City’s residents, businesses and visitors.

Policy 1
The City shall take a leadership role with all providers of public services in the community to assure they provide adequate and quality levels of service based on future demands.

Program 1.A
The City shall take a leadership role with the various public and private providers responsible for schools, fire, health and other providers.

Responsible Agency: Planning Department, City Manager’s Office, City Council, Fire Department, Banning and Beaumont Unified School Districts, County of Riverside, San Gorgonio Memorial Hospital

Schedule: Quarterly

Policy 2
The City shall review projects, particularly those which propose master planned communities, to assure that public facilities are provided to meet the needs of the project and the surrounding area.

Program 2.A
The City shall, where appropriate, regulate the location of public facilities through conditions of approval.

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

Schedule: Ongoing

OPEN SPACE LAND USES

The land use map includes four types of Open Space designations, which total 4,005.1 acres in the City, 1,646.1 acres in the Sphere of Influence, and 924.1 acres in the planning area. Altogether, this General Plan provides 6,575.3 acres of open space, including lands preserved for natural resources, such as water and geological hazard; lands preserved for hillside preservation; and lands preserved for recreation. Under the Open Space – Parks category, the lands include City parks, both existing and proposed, and golf courses, also both existing and proposed.
Table III-5
Open Space Buildout Statistical Summary

<table>
<thead>
<tr>
<th>Designation</th>
<th>City Limits</th>
<th>Sphere of Influence</th>
<th>Planning Area</th>
<th>Grand Total Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Acres Dev.</td>
<td>Acres Vacant</td>
<td>Acres Total</td>
<td>Acres Dev.</td>
</tr>
<tr>
<td>Open Space - Hillaide Preservation</td>
<td>346.6</td>
<td>877.5</td>
<td>1,224.1</td>
<td>0.0</td>
</tr>
<tr>
<td>Open Space - Park</td>
<td>122.7</td>
<td>2,658.3</td>
<td>2,781.0</td>
<td>25.0</td>
</tr>
<tr>
<td>Grand Total Open Space</td>
<td>469.3</td>
<td>3,535.8</td>
<td>4,005.1</td>
<td>25.0</td>
</tr>
</tbody>
</table>

As with the Public Facilities land use designations, lands designated under this category are those owned by private or public entities for that purpose. As additional lands are secured for Open Space, whether private or public, the General Plan land use map will require amendment to reflect these acquisitions. The continued expansion of Open Space lands will continue to provide the City's residents and visitors with valuable enhancements to quality of life. Please also refer to the Open Space and Conservation Element for policies and programs relating to these land uses.

OPEN SPACE AND CONSERVATION GOALS, POLICIES AND PROGRAMS

Goal
The conservation and management of open space areas to provide recreational opportunities and protect important resources in perpetuity.

Policy 1
Lands preserved through conservation easements, acquired by private or public agencies, or dedicated for open space shall be designated for the appropriate Open Space land use category on the land use map as they are preserved.

Program 1 A
Review development proposals adjacent to designated open space lands and assure that land uses are compatible, and buffers provided when necessary.
**Responsible Agency:** Planning Department, Public Works Department
**Schedule:** Ongoing

Policy 2
The City shall proactively coordinate with private and public agencies so that lands available for conservation are dedicated appropriately to assure their management in perpetuity.

Program 2.A
The City shall coordinate with land owners and private and public agencies to the greatest extent possible to assure that lands proposed for open space either through donation or purchase are conveyed to the appropriate management agency.
**Responsible Agency:** Planning Department, City Manager's Office, County of Riverside, State and Federal Agencies, Land Conservation Agencies
**Schedule:** Ongoing
Policy 3
The City of Banning shall protect the peaks and ridgelines within the City, and encourage coordination with adjacent jurisdictions to protect the peaks and ridgelines within the City’s area of influence, to protect the historic visual quality of the hillside areas and natural features of the Pass area.

Program 3.A
The City shall investigate and implement actions and regulations that facilitate hillside development that is compatible with the natural characteristics of the terrain while protecting the significant view sheds, and natural hillside features such as topography, natural drainage, vegetation, wildlife habitats, movement corridors etc.

Responsible Agency: City Council, City Manager’s Office, Planning Department, Public Works Department, City of Beaumont, County of Riverside, Morongo Band of Mission Indians
Schedule: 2005-2006, Ongoing
ECONOMIC DEVELOPMENT ELEMENT

PURPOSE

The purpose of the Economic and Fiscal Element is to describe the economic foundations, characteristics and trends of the City of Banning. The element explores the health of the local economy and the relationship between City government and its responsibilities, such as establishing and enforcing land use policies and regulating new development. The element is also intended to examine the City’s potential economic opportunities and constraints, and set forth a series of goals, policies, and programs that will help create a viable, well-balanced economy.

BACKGROUND

The overall health of the City’s economy is a product of the complex interrelationships between the City’s and region’s physical and economic environment. In this regard, the Economic and Fiscal Element is related, to some degree, to all other General Plan elements. The issues addressed in other General Plan elements are largely centered around the protection of human life and property from environmental hazards, the provision of adequate public services and facilities, and the enhancement of natural and cultural resources, all of which directly impact the City’s ability to retain and attract businesses and residents, who support the local economy. The Economic and Fiscal Element has the strongest relationship with the Land Use Element, which determines the distribution of land uses by type, location, intensity, and extent of use, and therefore impacts the City’s long-term economic prosperity.

This element has an especially strong and direct relationship with the Land Use Element. Government Code Section 65030.2, which provides the statutory reference for this relationships, states that “land use decisions shall be made with the full knowledge of their economic and fiscal implications, giving consideration to short-term costs and benefits, and their relationship to long-term environmental impacts as well as long-term costs and benefits.” This Element also examines issues set forth in Government Code Sections 65863.6 and 66412.3, which requires cities and counties to balance the available fiscal and environmental resources against local housing and public service needs.

Banning as Part of the Pass

In formulating appropriate fiscal and economic development goals, policies and programs, it is essential to understand the City’s role in the regional economy. Growth in the Pass, not only in Banning, will continue to have a strong influence on the City’s economy. The Pass region has experienced consistent population growth over the past decade. Total population in the region has grown by approximately 27.3 percent, from 75,255 in 1990 to 103,551 in 2003. Assessed valuation among incorporated cities in the region has also grown consistently since 1993, even
during periods when assessed valuation in Riverside County has decreased or remained the same. In 2003, assessed valuation in Pass cities grew 11 percent, as compared with 10 percent in Riverside County.

DEMOGRAPHIC CHARACTERISTICS

In order to understand the City’s future needs, it is important to first understand the City’s demographic composition, and the changes that have occurred in that composition in the last several years. The following section provides statistical data regarding the residents of Banning. Unless otherwise indicated, estimates of data for year 2003 are for the entire planning area, including City limits, SOI and all planning areas. For U.S. Census years 1980, 1990 and 2000, data is only for Banning City limits and does not include SOI or planning area lands.

Population
Riverside County experienced rapid growth during the 1980s, like much of southern California. During the economic recession of the early 1990s, population growth slowed somewhat. However, it has continued to grow rapidly since then. U.S. Census data indicates that the County population increased from 663,166 residents in 1980, to 1,170,413 residents in 1990, to 1,545,387 residents in 2000. The San Gorgonio Pass area has also experienced relatively rapid growth. Based on data prepared for the City by Economics and Politics, Inc, the combined population of the four incorporated Pass cities of Banning, Beaumont, Calimesa and Yucaipa, and unincorporated areas of Cherry Valley and Cabazon was 75,255 residents in 1990. By 2000, total population was 103,551, representing a 37.6 percent increase over ten years.

Population growth in the City of Banning was less than that of the Pass Region during this period. Based on U.S. Census data, the City’s population grew from 20,574 residents in 1990 to 23,487 residents in 2000, an increase of approximately 14.2 percent. The City’s 2003 population (City limits only) is estimated by the California Department of Finance at 25,600 residents. This represents a 9.0 percent increase over the four-year period.

Sphere of Influence: Lands in the City’s Sphere of Influence (SOI) include portions of the San Bernardino National Forest, as well as an approximately one-quarter section of land owned by the Morongo Band of Mission Indians. SOI lands are shown on Exhibit III-1, (Banning General Plan Study Area Boundaries). Year 2000 Census data indicates that the population within the City’s SOI was 762 residents. Year 2003 estimates show population in the City’s SOI at 784 residents, and projects population growth to 824 residents in Year 2008.

Planning Area: Lands within the City’s planning area, separate from the City’s SOI and occurring outside the City limits, are also shown on Exhibit III-1. Year 2000 Census data indicates there were 360 residents in the Planning Area. Year 2003 estimates for this area is 430 residents, and 454 residents in Year 2008.

Based on these data, therefore, Year 2000 population for the entire General Plan study area was estimated at 24,609 residents. Population estimates for Year 2003 indicate 26,814 residents, with projected population in Year 2008 of 28,640 residents. This represents an approximately 16.3 percent rate of growth over the eight-year period. Given short-term growth in the City (2004
DOF data indicates that the City's population is already approaching the estimated 2008 projection), these estimates are expected to be conservative. The Southern California Association of Governments estimates that the City's population will reach 34,658 in 2010, and 42,027 in 2020.

Age Distribution
According to the 1990 Census, the median age of Banning residents was 36.8. By 2000, it had increased to 39.9. Year 2003 estimates prepared by Claritas, Inc. indicate that the median age for Banning residents within the City limits is 40.9. This is older than the median age for Riverside County residents, which based on Year 2000 Census data, was 33.1 years.

For residents in the SOI, for Year 2003, the median age is 40.6. The Year 2003 median age for the Planning Area is 52.5 years.

Table III-6, below, shows the estimated City age distribution for year 2003. These distributions reflect an average derived from these data for the City limits, SOI and planning areas. They indicate that adults ages 65-74 comprise the largest segment (14.07 percent) of the City's population, and that the second largest segment is comprised of adults ages 35-44. It is important to note that 35.5 percent of the City's population is 55 or older, while 25.3 percent is under 18.

<table>
<thead>
<tr>
<th>Age Range</th>
<th>No. of Residents</th>
<th>% of Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 5 years</td>
<td>1,700</td>
<td>6.52%</td>
</tr>
<tr>
<td>5-9 years</td>
<td>1,837</td>
<td>7.04%</td>
</tr>
<tr>
<td>10-14 years</td>
<td>1,958</td>
<td>7.51%</td>
</tr>
<tr>
<td>15-17 years</td>
<td>1,092</td>
<td>4.19%</td>
</tr>
<tr>
<td>18-20 years</td>
<td>991</td>
<td>3.80%</td>
</tr>
<tr>
<td>21-24 years</td>
<td>1,285</td>
<td>4.93%</td>
</tr>
<tr>
<td>25-34 years</td>
<td>2,549</td>
<td>9.77%</td>
</tr>
<tr>
<td>35-44 years</td>
<td>2,802</td>
<td>10.74%</td>
</tr>
<tr>
<td>45-49 years</td>
<td>1,394</td>
<td>5.34%</td>
</tr>
<tr>
<td>50-54 years</td>
<td>1,227</td>
<td>4.70%</td>
</tr>
<tr>
<td>55-59 years</td>
<td>1,045</td>
<td>4.01%</td>
</tr>
<tr>
<td>60-64 years</td>
<td>1,228</td>
<td>4.71%</td>
</tr>
<tr>
<td>65-74 years</td>
<td>3,670</td>
<td>14.07%</td>
</tr>
<tr>
<td>75-84 years</td>
<td>2,657</td>
<td>10.19%</td>
</tr>
<tr>
<td>85+ years</td>
<td>654</td>
<td>2.51%</td>
</tr>
</tbody>
</table>


Household Size
A "household" includes all people who occupy a housing unit. The City's average household size does not account for those living in group housing, such as convalescent care or nursing homes. Residents living in group housing account for only approximately 3.63 percent of the total population. Household size represents an average number of persons living in a dwelling
unit. In 2000 there were a total of 8,707 households within Banning’s corporate limits. Based on Year 2003 population estimates, the number of households increased to 10,404. The City’s average household size in 2003 was estimated at 2.23.

**Median Household Income**
Median Household income in Banning was $28,467 in 1990, and has grown to an estimated $36,514 in 2003. As shown in the table below, households in Banning exhibit a range of incomes. The largest percentage of Banning households (18.30 percent) have incomes between $50,000 and $74,999. However, households with incomes between $15,000 and $24,999 account for the second highest segment, at 17.78 percent. The median household income in Year 2003 for the entire General Plan Planning Area is estimated at $42,656.

<table>
<thead>
<tr>
<th>Income Range</th>
<th>No. of Households</th>
<th>% of Households</th>
</tr>
</thead>
<tbody>
<tr>
<td>Income Less than $15,000</td>
<td>1,679</td>
<td>17.46%</td>
</tr>
<tr>
<td>Income $15,000 - $24,999</td>
<td>1,710</td>
<td>17.78%</td>
</tr>
<tr>
<td>Income $25,000 - $34,999</td>
<td>1,370</td>
<td>14.24%</td>
</tr>
<tr>
<td>Income $35,000 - $49,999</td>
<td>1,599</td>
<td>16.62%</td>
</tr>
<tr>
<td>Income $50,000 - $74,999</td>
<td>1,760</td>
<td>18.30%</td>
</tr>
<tr>
<td>Income $75,000 - $99,999</td>
<td>784</td>
<td>8.15%</td>
</tr>
<tr>
<td>Income $100,000 - $149,999</td>
<td>515</td>
<td>5.35%</td>
</tr>
<tr>
<td>Income $150,000 - $249,999</td>
<td>161</td>
<td>1.67%</td>
</tr>
<tr>
<td>Income $250,000 - $499,999</td>
<td>36</td>
<td>0.37%</td>
</tr>
<tr>
<td>Income $500,000 and more</td>
<td>4</td>
<td>0.04%</td>
</tr>
</tbody>
</table>

**Table III-7**
Household Income Distribution, 2003

Source: prepared for Terra Nova Planning & Research, Inc. by Claritas, Inc.

**Employment Characteristics**
Employment characteristics in Banning are consistent with regional trends. In 2003, approximately 41.1 percent of City residents 16 years and older were employed in the labor force; 32.5 percent of these worked in sales and office occupations, and approximately 20.3 percent were employed in service occupations. Production, transportation and material moving also represented a strong economic sector. The largest employers in Banning are listed in Table III-8.
Table III-8
Top Employers in Banning, 2000

<table>
<thead>
<tr>
<th>Income Range</th>
<th>No. of Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deutsch Company</td>
<td>750</td>
</tr>
<tr>
<td>Banning Unified School District</td>
<td>500</td>
</tr>
<tr>
<td>San Gorgonio Memorial Hospital</td>
<td>312</td>
</tr>
<tr>
<td>City of Banning</td>
<td>186</td>
</tr>
<tr>
<td>Green Thumb Produce</td>
<td>150</td>
</tr>
<tr>
<td>Pacific Window Company</td>
<td>125</td>
</tr>
</tbody>
</table>


Housing Market

The City offers a variety of affordable residential products, at competitive prices that are typically lower than those found in Riverside County overall. According to the Inland Empire Quarterly Economic Report, the median home price in the City during the first quarter of 2001 was $87,300 for existing homes, and $153,500 for new homes. During the second quarter of 2003, the median sales price for existing homes in Banning was $145,000, and $201,500 for new homes. This compares with $232,727 and $285,000 for existing and new homes in Riverside County for the same period. The City’s median price for existing homes is lower than those of the neighboring Pass cities of Beaumont and Calimesa. For new homes, the City’s median home price exceeds the median new home price in Beaumont, but remains lower than for new home prices in Calimesa.

The City’s housing stock increased from 8,194 units in 1990 to 9,724 units in 2000. This represents a 10-year increase of approximately 22.6 percent. As shown in the following table, the majority of new structures are single-family, which is typical of a low-density, suburban community. As shown below, single family development continues to be the primary housing unit type in the City.

Table III-9
Housing Characteristics in Banning, 1990 vs. 2000

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>No. Units</th>
<th>% of Total</th>
<th>No. Units</th>
<th>% of Total</th>
<th>No. Units</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family, Detached</td>
<td>5,417</td>
<td>65.9%</td>
<td>6,832</td>
<td>70.2%</td>
<td>7,499</td>
<td>72.1%</td>
</tr>
<tr>
<td>Single-Family, Attached</td>
<td>596</td>
<td>7.3%</td>
<td>726</td>
<td>7.5%</td>
<td>728</td>
<td>7.0%</td>
</tr>
<tr>
<td>Multi-Family, 2-4 units</td>
<td>514</td>
<td>6.3%</td>
<td>425</td>
<td>4.4%</td>
<td>426</td>
<td>4.1%</td>
</tr>
<tr>
<td>Multi-Family, 5+ Units</td>
<td>513</td>
<td>6.3%</td>
<td>468</td>
<td>4.8%</td>
<td>599</td>
<td>5.8%</td>
</tr>
<tr>
<td>Mobile homes</td>
<td>1,154</td>
<td>14.1%</td>
<td>1,138</td>
<td>11.7%</td>
<td>1,156</td>
<td>11.1%</td>
</tr>
<tr>
<td>Total</td>
<td>8,194</td>
<td></td>
<td>9,724</td>
<td></td>
<td>10,404</td>
<td></td>
</tr>
</tbody>
</table>

Source: 1990 Census; 2000 Census, 2003 Department of Finance
CURRENT ECONOMIC CONDITIONS

Commercial Development
Commercial development is a critical component in most communities, as the sale of goods and services can generate significant sales tax revenue and employment opportunities. Much of the City’s commercial development is located immediately north and south I-10, and includes freeway-oriented commercial development. It also includes the City’s core Downtown area, which is primarily located along Ramsey Street east of 8th Street and west of Hargrave. A cluster of fast-food restaurants located along Ramsey Street near 22nd Street have formed the core of freeway-oriented commercial development. General commercial land uses occur west of this area, with a focus on vehicle sales and service, while neighborhood commercial development occurs along the City’s western border, on the east side of Highland Springs.

Revitalization efforts in the City’s downtown have also afforded the City with opportunities to further capitalize on potential development opportunities. In addition to the City’s Redevelopment Agency efforts, local business owners formed the Core Area Businesses and Merchants (CABAM) association in 2004, as a subcommittee of the Chamber of Commerce. Monthly meetings focus on topics of interest to local businesses and are designed to spur growth and development. Several local businesses are collaborating in a “business incubator,” comprised primarily of home improvement/home fashion businesses located in rehabilitated buildings along Ramsey Street east of Hargrave Street.

While the City’s proximity to the Railroad represents a potential resource for future business development, discussed under Industrial Development, below, it also constitutes a constraint to commercial activities, primarily in the Downtown core area. As noted in the Circulation Element, there are currently six railroad crossings in the City, of which four are at grade and two are grade separated. Local facilities carry approximately 60 trains a day, which average approximately 7,000 feet in length. Travelers accessing commercial development south of I-10 at the intersections with at-grade crossings may experience delays that have the potential to discourage utilization of those commercial areas.

An Economic Development Strategy prepared for the City in 1999 (see further discussion, below) presented several findings based on research conducted during its preparation. Among the findings were that the City’s tax revenues have not kept pace with its need for services. It also found that the City owns several significant but under-utilized assets, including the Banning Municipal Airport, the Banning Water Canyon, and undeveloped Smith Creek Park lands. Along with the significant vehicle traffic along I-10 through the City, the City’s proximity to the Outlet mall and the Morongo Band of Mission Indians gaming facility provide the City with unique economic development opportunities. These will be further discussed below.

Industrial Development
Industrial development can bring stable and generally higher paying jobs to a community and can induce development in a variety of secondary or supporting industries. Several factors may determine the success of industrial development. These include site accessibility, the availability of utilities, labor force quality, and the public policy environment as it pertains to industrial
growth. In the Pass region, industrial development has benefited from proximity to U.S. Interstate 10 and the railroad. The City of Beaumont has successfully developed a 6,000 foot railroad siding for use by Lowes’ Home Improvement as a regional distribution center. The siding is located on an approximately 40-acre site near the junction of I-10 and State Route 60. The improved siding can accommodate loading and unloading of center beam and flat rail cars on each side.

An analysis of land use designations indicates that Banning has allocated sufficient acreage to accommodate future industrial development. Within the General Plan planning area, lands designated for industrial uses are located east of Hathaway on the north side of Ramsey; around the Airport; and south of the railroad right of way; between Hathaway and 8th Street. Future industrial users at these locations may benefit from potential access to lines of the Railroad.

**Taxable Sales and Sales Tax Revenues**
The table below describes taxable sales trends in the City from 1998 through 2002, as recorded by the California Board of Equalization. Data shown are for taxable sales in the City’s corporate limits. As shown in the table, taxable sales in the City have generally increased over the five-year period, with the exception of year 2001. Retail sales for service stations and auto dealers/supplies during the fourth quarter of that year may reflect some repercussions from the events of September 11. Sales rebounded in 2002. Over the five-year period, taxable sales increased approximately 17.3 percent. Strongest markets included Eating/Drinking Places, which increased sales 83.2 percent over the period; Food Stores, with a 42.2 percent increase; Home Furnishings/Appliances, which increased 38.8 percent, and Building Materials/Farm Implements, which increased 31.2 percent. Service Stations decreased 6.8 percent over the five-year period. This is consistent with the number of retail sales generators in this segment, which decreased from 12 in 1998 to 7 in 2002. Other Retail Stores and All Other Outlets showed modest decreases of less than 2 percent. The number of retail sales generators in the All Other Retail Outlets segment decreased from 243 to 213 from 2001 to 2002. Total retail generators in the City increased from 401 in 1998 to 426 in 2002.
### Table III-10
Taxable Sales in Banning, 1998 - 2002

<table>
<thead>
<tr>
<th>Type of Business</th>
<th>1998</th>
<th>1999</th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail Stores</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apparel</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>700</td>
<td>801</td>
</tr>
<tr>
<td>General Merchandise</td>
<td>19,348</td>
<td>22,533</td>
<td>24,563</td>
<td>27,246</td>
<td>27,511</td>
</tr>
<tr>
<td>Food Stores</td>
<td>6,673</td>
<td>6,952</td>
<td>7,772</td>
<td>9,745</td>
<td>12,227</td>
</tr>
<tr>
<td>Eating/Drinking Places</td>
<td>17,978</td>
<td>18,775</td>
<td>20,113</td>
<td>22,177</td>
<td>24,957</td>
</tr>
<tr>
<td>Home Furnishings/Appliances</td>
<td>1,005</td>
<td>1,264</td>
<td>1,747</td>
<td>1,132</td>
<td>1,319</td>
</tr>
<tr>
<td>Bldg. Materials/Farm Implements</td>
<td>407</td>
<td>485</td>
<td>406</td>
<td>399</td>
<td>423</td>
</tr>
<tr>
<td>Auto Dealers/Supplies</td>
<td>47,786</td>
<td>54,718</td>
<td>66,731</td>
<td>55,304</td>
<td>54,839</td>
</tr>
<tr>
<td>Service Stations</td>
<td>22,192</td>
<td>22,453</td>
<td>27,097</td>
<td>25,358</td>
<td>20,680</td>
</tr>
<tr>
<td>Other Retail Stores</td>
<td>11,108#</td>
<td>10,123#</td>
<td>10,178#</td>
<td>10,276</td>
<td>10,962</td>
</tr>
<tr>
<td>All Other Outlets</td>
<td>29,595</td>
<td>39,183</td>
<td>34,037</td>
<td>25,424</td>
<td>29,497</td>
</tr>
<tr>
<td><strong>Total All Outlets</strong></td>
<td><strong>156,092</strong></td>
<td><strong>176,486</strong></td>
<td><strong>192,644</strong></td>
<td><strong>177,761</strong></td>
<td><strong>183,216</strong></td>
</tr>
</tbody>
</table>

# - Sales omitted because their publication would result in the disclosure of confidential information.

Source: "Taxable Sales in California (Sales & Use Tax)," During 1998-2002, California State Board of Equalization.

The latest sales tax data, provided by the City, indicate that sales tax revenues to the City during 2003 were $1,871,593, which would indicate that total taxable sales in the City rose to about $187,160,000 in 2003.

**Retail Sales Potential**

The following table describes the spending potential of Banning residents and is intended to help identify which retail market niches would best serve the City population. The analysis takes into account such factors as City population, number of households, median income, annual population growth, and annual household growth. The data indicate that the largest existing expenditure categories are Grocery/Drug, Transportation Expenses, Food/Alcohol Away from Home, and Apparel/Footwear. The table also provides 5-year expenditure projections. These data are for the entire planning area.
Table III-11
2003 Annual Expenditure Potential for General Plan Area Residents

<table>
<thead>
<tr>
<th>Expenditure Category</th>
<th>Year 2003 Expenditure Totals ($000s)</th>
<th>Year 2008 Expenditure Total ($000s)</th>
<th>Year 2003 Expenditure Per Household</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apparel/Footwear</td>
<td>$26,011</td>
<td>$32,144</td>
<td>$2,809</td>
</tr>
<tr>
<td>Personal Care Items</td>
<td>$23,323</td>
<td>$31,819</td>
<td>$2,518</td>
</tr>
<tr>
<td>Health Care</td>
<td>$26,651</td>
<td>$40,562</td>
<td>$2,878</td>
</tr>
<tr>
<td>Food at Home</td>
<td>$47,925</td>
<td>$57,362</td>
<td>$5,175</td>
</tr>
<tr>
<td>Alcohol</td>
<td>$12,343</td>
<td>$15,300</td>
<td>$1,333</td>
</tr>
<tr>
<td>Food Away From Home</td>
<td>$36,676</td>
<td>$47,054</td>
<td>$3,960</td>
</tr>
<tr>
<td>Furnishings &amp; Appliances</td>
<td>$18,131</td>
<td>$22,436</td>
<td>$1,958</td>
</tr>
<tr>
<td>Household Service, Repairs &amp; Utilities</td>
<td>$16,713</td>
<td>$20,640</td>
<td>$1,805</td>
</tr>
<tr>
<td>Transportation Expenses</td>
<td>$49,041</td>
<td>$61,209</td>
<td>$5,296</td>
</tr>
<tr>
<td>Entertainment</td>
<td>$34,764</td>
<td>$46,123</td>
<td>$3,754</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>$24,124</td>
<td>$31,366</td>
<td>$2,605</td>
</tr>
<tr>
<td><strong>2003 Total</strong></td>
<td><strong>$315,702</strong></td>
<td><strong>$406,015</strong></td>
<td><strong>$34,090</strong></td>
</tr>
</tbody>
</table>

The table above indicates that for 2003 total sales potential of City residents was estimated at $315,702,000. However, according to the City, actual taxable sales in Banning in 2003 were about $187,160,000. The difference ($128,542,000) represents the approximate retail sales potential of City residents that is not being spent within the City limits. Although it is unlikely that in any community all the retail sales needs of the entire population can be met, the data suggest a significant retail leakage from Banning to other communities. When this table is compared to the previous table, “Taxable Sales in Banning,” categories where significant leakage are clear, and include food stores, apparel and general merchandise stores.

Tourism and Traveler Revenues
The City is located along U.S. I-10 and in proximity to the desert resorts of the Coachella Valley. Completion of the freeway in 1963 substantially reduced the City's ability to attract business from traffic en route to the Coachella Valley. The City offers limited accommodations for overnight travelers. There are fewer than 10 hotels/motels in Banning, all of which are small, locally-owned motels or national motel chains such as Motel 6, Super 8 Motel, and Travelodge. There are no high end or destination-type resort hotels in the City.

The following provides five-year historical data showing transient occupancy tax revenues the City has received since 1999, and includes revenue projects for the current (2004/05) fiscal year. As shown in the table, the City’s revenues from this source increased significantly from FY 2000/01 to FY 2001/02, approximately 21.9 percent, but decreased by nearly the same percentage in FY 2002/03. The City’s 2004 budgeted TOT revenues represent an increase of approximately 14.8 percent from FY 2003/04. Annually, TOT revenues have represented less than 1.5 percent of total revenues to the City during this period.
Table III-12
Transient Occupancy Tax Revenue Trends

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>TOT Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999/00</td>
<td>$137,218</td>
</tr>
<tr>
<td>2000/01</td>
<td>$150,433</td>
</tr>
<tr>
<td>2001/02</td>
<td>$192,737</td>
</tr>
<tr>
<td>2002/03</td>
<td>$151,007</td>
</tr>
<tr>
<td>2003/04</td>
<td>$139,399</td>
</tr>
<tr>
<td>2004/05</td>
<td>$160,000</td>
</tr>
</tbody>
</table>

1Budgeted amount FY 2004/05
Source: City of Banning Finance Department.

In addition to the direct revenue generated by transient occupancy taxes, tourists may also be expected to patronize local restaurants, shops, and recreational/cultural attractions. These expenditures translate into increased sales tax revenues for the City and increased earnings for the local labor force, much of which is ultimately funneled back into the local economy.

As noted below, a 23-story, 310-room resort hotel structure was constructed on the Morongo Band of Mission Indians reservation within 5 miles of the City, and opened in 2004. The hotel is part of the Morongo Casino, Resort & Spa complex being developed by the Morongo Indians. The destination-style resort will include, in addition to the existing casino, a nightclub, spa, ballrooms, convention facilities, and retail space. The Tribe estimates that this development will generate in excess of $2.8 billion in new jobs and economic benefits to the Inland Empire region over five years.

This complex may be expected to benefit the City, along with other jurisdictions in the region, given its proximity, and potential for travelers to the resort to patronize local businesses. However, it is unclear whether the construction of the Morongo resort hotel will saturate the local hotel market, or whether development of this regional tourist destination will create a synergistic opportunity for the City to attract mid-level hotel chains. The City should consider conducting market research to explore this latter possibility and increase TOT as a potential revenue source, as well as identifying other opportunities to capitalize on its proximity to this regional revenue generator.

New Construction Trends
New construction data provided by the City for 2004 indicates that through April 2004, 172 new single-family residential permits have been issued, with total valuation of $19,306,450. A total of 5 commercial and industrial permits have been issued during this same period, with a total valuation of $1,811,741. Single-family building permit valuations have increased nearly 200 percent, from about $21,188,118 in 2000, to $63,477,032 in 2003. Multi-family residential has been limited, resulting in only 166 new units over the period.

The “Commercial” category described in the table below includes both commercial and industrial development. New industrial development has been relatively limited, with a total of 4 permits issued through 2003. Total valuation of these industrial permits is $439,808. However,
as shown below, for the first four months of 2004, 2 industrial permits have been issued, with a total valuation of $1,374,822.

Commercial development through 2003 was an important contributor to the City economy, resulting in 125 permits with total valuation of $20,092,533. For the first four months of 2004, 9 commercial permits have been issued. Total valuation of commercial permits to date in 2004 is $1,915,591.

Table III-13

<table>
<thead>
<tr>
<th>Calendar Year/Type of Construction</th>
<th>No. of Permits</th>
<th>Total Valuation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 Single-Family Residential</td>
<td>422</td>
<td>$22,404,928</td>
</tr>
<tr>
<td>2000 Multi-Family Residential</td>
<td>0</td>
<td>$0</td>
</tr>
<tr>
<td>2000 Commercial*</td>
<td>33</td>
<td>$5,767,820</td>
</tr>
<tr>
<td>2001 Single-Family Residential</td>
<td>609</td>
<td>$40,038,749</td>
</tr>
<tr>
<td>2001 Multi-Family Residential</td>
<td>0</td>
<td>$0</td>
</tr>
<tr>
<td>2001 Commercial*</td>
<td>33</td>
<td>$2,503,981</td>
</tr>
<tr>
<td>2002 Single-Family Residential</td>
<td>696</td>
<td>$53,733,154</td>
</tr>
<tr>
<td>2002 Multi-Family Residential</td>
<td>3</td>
<td>$12,191,897</td>
</tr>
<tr>
<td>2002 Commercial*</td>
<td>35</td>
<td>$1,508,872</td>
</tr>
<tr>
<td>2003 Single-Family Residential</td>
<td>897</td>
<td>$65,795,401</td>
</tr>
<tr>
<td>2003 Multi-Family Residential</td>
<td>0</td>
<td>$0</td>
</tr>
<tr>
<td>2003 Commercial*</td>
<td>24</td>
<td>$10,311,860</td>
</tr>
</tbody>
</table>

*Includes both commercial and industrial development.
Source: City of Banning Building & Safety Department.

Redevelopment Project Area and Planning
In 2002 the City adopted an amendment to the Redevelopment Plan that combined the Midway and Downtown Project Areas, extended all time limits for the Redevelopment Agency and doubled the size of the redevelopment areas from approximately 1,500 acres to approximately 3,000 acres. In 2003 the City restructured the redevelopment agency debt and issued new bonds, which netted the City approximately $8 million for economic development projects and $2.2 million for housing. The City has identified approximately $28 million in redevelopment projects. Exhibit III-3 identifies the City of Banning redevelopment areas.
Through its Redevelopment Agency, the City has adopted a five-year implementation plan for the redevelopment project area, in accordance with AB 1290 (CCRL Section 33490). This legislation required that redevelopment activities include an implementation plan to address the blight that justified adoption of the redevelopment plan. The plan addresses low and moderate income housing requirements, and establishes goals and objectives to eliminate blight remaining in the project areas.

The Agency has sought community participation in the development of its implementation plan, and will continue to do so. The 2004-2009 plan includes community-driven programs associated with incentive programs for business attraction and retention; property acquisition and consolidation; eminent domain; grade separations at railroad crossings; infrastructure improvements and parking lot improvements in the commercial areas of the City. The implementation plan will continue to be used by the Redevelopment Agency in implementing economic development projects in the City.

**Economic Development Strategy**

In 1999, and subsequent to the adoption of the Initial Implementation Plan, the City adopted the City of Banning Economic Development Strategy. The Strategy focused on establishing stakeholders to function both independently and collaboratively to accomplish the nine identified economic development strategies. Redevelopment project areas shown in the Redevelopment implementation plan included most of the land upon which formed the basis for City implementation of the economic development strategies. Strategies included:

- enhancing the City as a team leader of a broad community-based implementation team;
- improving the fiscal position of the City redevelopment agency;
- improving municipal code, regulatory practices and business assistance processes;
- capitalizing on City owned assets;
- cooperating with business and property owners, working with outside agencies;
- coordinating with the Morongo Band of Mission Indians and the Cabazon community;
- attracting visitors and tourists;
- marketing Banning to local businesses and residents.

As previously noted, the Economic Development Strategy prepared for the City in 1999 provided findings regarding the City’s overall economic development based on review of applicable documents and data, and interviews with City staff, key business leaders, elected officials, and others with knowledge regarding Banning’s economic picture. It also reviewed information regarding 6, 10 and 20-mile trade area demographics, housing statistics, and consumer spending patterns.

Among the findings of the Strategy report were that the City’s tax revenues have not kept pace with its need for services. It indicated that the City owns several significant but under-utilized assets, including the Banning Municipal Airport, the Banning Water Canyon, and undeveloped Smith Creek Park lands. Additionally, it found that the City is located in a trade area with unique economic development opportunities. These included not only residents and businesses within the Pass Area, but also included three “non-typical” trade areas that increase the City’s potentially reachable market. These were the substantial traffic traveling through the community.
on U.S. I-10, which ranges from 98,000 trips to 110,000 trips per day along various segments of I-10 in the planning area; the visitors to the Morongo Mission Indian Band Gaming facility; and visitors to the Outlet mall.

**Economic Development Opportunities in the City**

As noted in the Economic Development Strategy, the City owns assets with economic development potential. These included the Banning Municipal Airport’s Banning Water Canyon and undeveloped Smith Creek Park lands.

**Banning Municipal Airport**

The city owned Banning Municipal Airport is a General Aviation Airport located on approximately 295 acres of land at 200 South Hathaway, on the eastern border to the City; adjacent to the Railroad and US Interstate 10. It currently (2004) has 65 T-hangars, four full hangars, and 32 parking tie-downs owned by the City, located primarily on the south side of the runway. Construction of additional hangars is current under investigation. There are 11 privately owned hangars on the northwest section of the field. The City recently completed an approximately $750,000 resurfacing of the runway and taxiway with the help of Federal Aviation Administration (FAA) funding. The runway is 5,200 feet long by 150 feet wide, one of the longer and wider General Aviation runways in the Inland Empire. To satisfy the FAA required Runway Protection Zone of 1,000 feet beyond each end of the runway, the City has ownership of about 1,800 feet on the west end of the runway, and the Morongo Band of Mission Indians has, on several occasions, assured the City of protecting this area that extends into their property on the east. They have also expressed an interest in the future development of the airport and supporting infrastructure.

The airport can handle single engine and any twin engine aircraft up to 12,500 pounds landing weight. Current operation is as an uncontrolled airport, with advisory UNICOM, CTAF radio communications from 8 a.m. to 5 p.m. daily. Fueling service is also available during those hours, currently only 100LL gasoline. The runway has pilot controlled (PCL) Medium Intensity Runway Lights (MRL) and, on runway 26 (approach from the east), Vertical Angle Slope Indicator (VASI) lights.

Lands surrounding the airport have potential for industrial development. These lands are owned by private parties, the City, Riverside County and the Morongo Band of Mission Indians. The City has also conferred with the Tribe regarding potential joint venture opportunities for commercial/industrial development on these lands. The pending Mopar Drag City development has the potential to limit future airport and airport related industrial development.

**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. Trains average approximately 7,000 feet in length and generally travel up to 60 miles per hour (mph) in the planning area. Currently 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 railroad facilities represent both a constraint and an opportunity for the City. As previously stated, the lack of grade separation at four of the City’s six rail crossings physically divides the community, and has likely lowered development potential for lands in the south side of the City in the past. Management of this constraint will continue to be a challenge as the City builds out.

Conversely, the location of the railroad can provide important benefits to industrial and quasi-industrial development. 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.

Smith Creek Park
The City owns an approximately 150-acre undeveloped park site located at the eastern terminus of Porter Road, north and south of Smith Creek. While currently (2004) there is no timetable set for development of this site, a master plan has been designed that will include both passive and active space. The master plan provides for equestrian facilities, including trails, stables, trailer parking, grandstand, a riding ring, storage pen, and locker facilities. The master plan also proposes a fishing lake, dock, swimming lagoon with water slides, a community center, and picnic and RV camping facilities. Other facilities shown on the plan include an amphitheater, tennis courts, clubhouse, driving range and swimming pool, as well as a commercial retail center including restaurants and a hotel. Physical constraints to development of this park site include Smith Creek, which runs generally easterly through the property. Development of the park would require construction of all-weather crossings on Smith Creek. Funding for development of this facility has not yet been identified.

Development of the Park has potential to increase events and attendance of the annual Stagecoach Days festival, which is held each fall. Currently this event, which features a rodeo, is held at Dysart Park, an approximately 20-acre facility. Average annual attendance is approximately 7,000-10,000, of which approximately 70 percent are residents of the Pass region. Annual net revenues average approximately $30,000. Should Smith Creek Park be developed as planned, the additional space and facilities have potential to result in up to a tripling of Stagecoach Days revenues. Development of the Park also has potential to attract equestrian events throughout the year, as well as providing facilities for other revenue-generating equestrian and other activities.

Other Opportunities

Mount San Jacinto College
Currently Mount San Jacinto College offers classes in rented facilities in the City. The College has purchased a 48-acre site located south of I-10 at Sunset Avenue and Westward Avenue in Banning. While construction of the new campus is not expected to begin for five to seven years, the College’s expanded presence in the City may provide increased potential for economic development partnerships geared towards labor market development and job training. In addition, the College’s facilities may, when constructed, provide opportunities for joint uses that can attract and host revenue-generating activities such as conferences and special events.
Mopar Drag City
Mopar Drag City is a privately-owned drag racing facility currently being developed on an approximately 60-acres site located on Barbour Street near the Banning Municipal Airport. These facilities will feature a quarter-mile track and will be sanctioned by the National Hot Rod Association. The project developer has estimated that local economic impact from the course could be as much as $35 million, based on an approximately 100-mile radius multiplier. Therefore, local impacts are likely to be less. Nonetheless, the project has potential to attract related high-performance industries as well as event visitors.

Economic Benefits from Development Outside the City

The Morongo Band of Mission Indians reservation is located east of the City. The Morongo Casino is located on the reservation north of I-10 near Cabazon. The Tribe is currently (2004) constructing a 23-story hotel on lands adjacent to the Casino, which will include approximately 310 rooms. A second hotel tower is also proposed.

The Outlet mall is located east of the City in unincorporated Cabazon. There are 130 stores in the mall. The city receives a portion of sales tax collected by Riverside County from outlet mall sales. The City’s 2003-2004 budget estimates revenues of approximately $260,000, or approximately 2.57 percent of the General Fund, from this source.

FUTURE DIRECTIONS

The City has initiated a number of efforts in the past several years aimed at increasing its economic viability in the region. It has implemented and expanded its revitalization plan for areas identified as blighted. Through its Economic Development Strategy, it has identified key economic trends and issues and has implemented strategies to address these issues and plan for future economic growth. The redevelopment agency is actively seeking to leverage available bond monies to attract business and industry that will increase property values and generate property and sales tax revenues for the City.

The information presented above leads to several potential areas where opportunities may be realized:

1. Increases in commercial development to eliminate some of the retail sales leakage currently occurring in the City.
2. Capitalizing on the Municipal Airport to attract tourism and business to the City.
3. Improving Smith Creek Park to increase tourism and sales tax generation in the City.
4. Developing synergistic relationships with the Morongo Hotel/Casino complex.
5. Developing synergies with Mount San Jacinto College.

The City should continue to work with citizen-initiated organizations such as CABAM, and to invite input and involvement from business and civic leaders to envision and facilitate the City’s growth and attract new businesses to the community.
Competition among cities for state and federal funding for economic development and redevelopment projects is likely to continue for some time, given existing and projected budget shortfalls and depending on the overall economic climate. Nonetheless, the City must continue to identify and leverage these funding sources. It should also seek out potential partnerships with public, quasi-public and private entities for joint funding opportunities, to improve its economic stability and improve the quality of life in the community.

The City should continue to expand and enhance its relationship with the Morongo Band of Mission Indians, to identify opportunities for economic partnerships with the Tribe. This may include, but should not be limited to, potential expansion and enhancement of airport facilities as a means of attracting tourism and business to the community. It should also explore possibilities of joint funding to finance rail separation at existing at-grade crossings, as well as investigating development of rail access to benefit existing and future industrial development. Finally, it should capitalize on its existing strengths, which include natural and scenic resources and parklands, and identify public and private funding sources to develop and maintain Smith Creek Park for potential revenue-generating activities.

GOALS, POLICIES, AND PROGRAMS

Goal
A balanced, broadly-based economy that provides a full range of economic and employment opportunities, while maintaining high standards of development and environmental protection.

Policy 1
General Plan land use designations and allocations will facilitate a broad range of residential, commercial, industrial and institutional development opportunities.

Program 1.A
The city shall annually monitor the remaining capacity of all General Plan land use categories to assure that a variety of economic development opportunities are available.
Responsible Agency: Planning Department, Redevelopment Agency
Schedule: 2005-2006, Annually thereafter

Program 1.B
All proposals for new development or redevelopment shall be evaluated to assure that these uses complement, support and are compatible with the City’s core economic assets.
Responsible Agency: Planning Department, Redevelopment Agency, Finance Department, City Council
Schedule: Continuous

Policy 2
The City shall take a proactive role in the retention of existing businesses and the recruitment of new businesses, particularly those that generate and broaden employment opportunities, increase discretionary incomes, and contribute to City General Fund revenues.
Program 2.A
Work closely with Mount San Jacinto College throughout their planning process to assist in its efficient and timely development, implement educational programs geared to job creation and retention, and to coordinate synergistic development opportunities.
Responsible Agency: Redevelopment Agency, Mount San Jacinto College
Schedule: 2005-2006, Ongoing

Program 2.B
Aggressively pursue retail commercial developments which reduce the current retail sales leakage.
Responsible Agency: Redevelopment Agency, Chamber of Commerce
Schedule: Ongoing

Program 2.C
Continue to maximize the role of the Chamber of Commerce, City web site and other mechanisms that promote and enhance the City’s business climate.
Responsible Agency: Redevelopment Agency, Chamber of Commerce
Schedule: Ongoing

Policy 3
Encourage and promote infill development in orderly and logical development patterns that decrease the costs, and increase the efficiency of new utilities, infrastructure, and public services.

Program 3.A
The City shall maintain a package of economic incentive programs that benefit developers of infill projects.
Responsible Agency: Redevelopment Agency, Finance Department
Schedule: 2005-2006

Program 3.B
The City shall contribute to the financing of tertiary treatment facilities as an economic development tool.
Responsible Agency: Redevelopment Agency
Schedule: 2006-2007

Program 3.C
Use the Downtown Charette as a guideline for the Downtown Commercial area, for the development of high quality, pedestrian oriented retail locations.
Responsible Agency: Planning Department, Redevelopment Agency, Planning Commission, City Council
Schedule: 2005-2007, Ongoing

Policy 4
Attract a greater number of commercial retail businesses to the Downtown Core area to develop a safe, vital and consumer-friendly downtown shopping area.
Program 4.A
Provisions for the Downtown Commercial Zoning District shall encourage specialty retail uses, live-work uses, and other uses which support and expand the pedestrian and tourist-related shopping experience.

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

Program 4.B
The City shall coordinate with public, private and business organizations to explore grant funding to provide funds for rehabilitation and increased code enforcement in the Downtown Core area.

Responsible Agency: Redevelopment Agency, Chamber of Commerce, City Council
Schedule: 2005-2006; Continuous

Program 4.C
The City shall work with CABAM and other citizen groups with an interest in development of the Downtown core area, to identify grant monies, private development interests and business synergies to build on existing revitalization activities in this area.

Responsible Agency: Redevelopment Agency, CABAM, development community
Schedule: 2005-2006; Continuous

Policy 5
Explore opportunities with private entities to fund Smith Creek Park as a viable recreation area.

Program 5.A
Update the Smith Creek Park master plan and actively market this development opportunity among private entities that could fund development and provide for future maintenance of the park and improvements.

Responsible Agency: Community Services Department, Redevelopment Agency, City Council, development community
Schedule: 2006-2007

Policy 6
Encourage and facilitate highway-serving commercial development at appropriate Interstate-10 interchanges within the City limits.

Program 6.A
Proactively work with CalTrans to improve on- and off-ramp landscaping and improvements to provide more attractive gateways to the City.

Responsible Agency: Planning Department, Redevelopment Agency, CalTrans
Schedule: 2005-2006; Ongoing

Program 6.B
Preserve highway commercial land use designations at interchange locations, and encourage the location of high quality freeway-serving businesses.

Responsible Agency: Planning Department, Redevelopment Agency
Schedule: 2005-2006; Ongoing
Program 6.C
Code compliance on gateway streets and properties adjacent to Interstate 10 shall be strictly enforced.
**Responsible Agency:** Code Enforcement
**Schedule:** Ongoing

Policy 7
Explore joint funding opportunities for the improvement of existing at-grade rail crossings, and investigate necessary infrastructure and funding to extend rail access to lands designated for industrial development.

Program 7.A
Consult with representatives of the Railroad, state and federal legislators, and appropriate state agencies to apply for available funding for these improvements.
**Responsible Agency:** Redevelopment Agency, Public Works Department, Railroad, City Council
**Schedule:** 2005-2006; Ongoing

Policy 8
In order to maintain existing economic activities and attract new commercial and industrial development, the City shall assure the provision of adequate utilities, infrastructure, and other capital facilities.

Policy 9
All development interests, including residential, commercial and industrial project proponents, shall be responsible for their fair share of on-site and off-site improvements required to support their development proposals. Such improvements may include, but are not limited to, street construction and signalization, grade separation, utility extension, drainage facilities, and parks.

Program 9.A
The Community Redevelopment Agency shall consider requests for assistance from project developers for the development of infrastructure and compare them to the economic benefit of the proposed project.
**Responsible Agency:** Redevelopment Agency
**Schedule:** 2005-2006; Ongoing

Program 9.B
Proactively work with the Riverside County Transportation Commission in putting Banning projects on the highest priority within the Transportation Uniform Mitigation Fee (TUMF) program.
**Responsible Agency:** City Manager's Office, City Engineer, City Council
**Schedule:** Ongoing
Policy 10
Continue to cultivate cooperative relationships with the Morongo Band of Mission Indians and Bureau of Indian Affairs, particularly regarding development of Indian lands within and adjacent to the planning area, and development and enhancement of community facilities that provide joint benefit to the Tribe and the City.

Policy 11
The City will have a comprehensive tourism plan.

Program 11.A
Encourage and promote special events and activities which strengthen the City's image and attractiveness to residents, visitors, and businesses.


Schedule: 2005-2006

Program 11.B
The City shall conduct market research on tourism approaches, target the tourism markets of interest, and create tourism plan goals and an implementation strategy.

Responsible Agency: City Redevelopment Agency, Chamber of Commerce, Inland Empire Tourism Council, ECOPAC

Exhibit "C"

February 22, 2013 Record Gazette Proof of Publication
State of California
County of Riverside

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer and publisher of Record Gazette, a newspaper published in the English language in the City of Banning, County of Riverside, and adjudicated a newspaper of general circulation as defined by the laws of the state of California by the Superior Court of the County of Riverside, under the date October 14, 1966, Case No. 54737. That the notice, of which the annexed is a copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

February 22, 2013

Executed on: 02/22/2013
At Banning, CA

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature
DATE: March 6, 2013

TO: Planning Commission

FROM: Zai Abu Bakar, Community Development Director

SUBJECT: GENERAL PLAN ANNUAL REPORT CALENDAR YEAR 2012

STAFF RECOMMENDATION: That the Planning Commission:

1. Review and comment on the report; and,
2. Recommend to the City Council the approval of the report by adopting Resolution No. 2013-03 and direct staff to file it with the State Office of Planning and Research and State Department of Housing and Community Development.

BACKGROUND:

Overview
California state law requires that each city and county adopt a comprehensive, long-term General Plan to guide development in their city and land outside its boundaries that has relation to its city planning (Govt. Code §65300). The California Supreme Court has called the general plan the “constitution for future development.” The general plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private. The purpose of the General Plan is to guide development and to improve the quality of life of the City’s residents as land development continues to occur.

Required Elements in the General Plan
State law requires that the General Plan include seven (7) mandated elements: land use, housing, traffic circulation, safety, parks and recreation, conservation, and noise. Each of these elements must have goals, policies, and objectives that would contribute to the overall quality of life for Banning residents. Non-mandated elements can be included in the General Plan; however, once the element is adopted, the goals, policies, and objectives in the non-mandated elements have equal status. For example, the land use policies are not any superior to the open space element or economic development element. Each of the element goals, policies, and objectives shall be internally consistent in text, maps, and diagrams in that they cannot conflict with each other.
**Amendment to the General Plan**

The State law allows cities to update or amend their General Plan as needed. A comprehensive update to the General Plan usually occurs within a 10-15 year timeframe. An amendment can occur at any time; however, the number of amendments is limited to four (4) amendments per calendar year. If two or more elements are considered or approved at one meeting, they are considered one General Plan amendment. The City should be strategic in processing the amendments to ensure that it has not exhausted all of the amendments in case some important/unique policy issues arise which require a General Plan amendment. Once the number of amendments are exhausted per year, the City will have to wait until the following calendar year to do an amendment. One (1) General Plan Amendment was adopted (Butterfield Specific Plan) by the City Council in Year 2012.

**Requirement for Annual Progress Report**

Government Code §65400 mandates that cities and counties in California submit an annual report on the status of the General Plan and progress in its implementation, including the progress in implementing the Housing Element (Exhibit “A”), to their decision makers (City Council or board of supervisors), the Governor's Office of Planning and Research (OPR) and the Department of Housing and Community Development (HCD) by April 1st of each year. The purpose of the General Plan annual report is to provide enough information to identify the necessary “course adjustments” or modifications to the General Plan and means to improve local implementation. This progress report will be sent to the State as soon as it is reviewed by the City Council.

The State uses the information submitted by the City to identify statewide trends in the land use decision making process and how local planning and development activities relate to statewide planning goals and policies.

**ANALYSIS:** The City Council adopted the current General Plan on January 31, 2006. The General Plan has 21 elements (seven [7] of which are mandated by the State). It contains 263 implementation action programs.

**Progress**

It has been seven (7) years since the adoption of the General Plan in 2006. The City continues to take proactive steps in implementing the goals, policies and action programs of the General Plan. The City has implemented, completed and/or has an active/ongoing status of 224 action programs (85%) out of 263 action programs. Only 39 action programs (15%) have not been completed and/or initiated. In summary, the City has done a good job of implementing the General Plan. The primary reasons some of the action programs have not been completed/initiated relates to budget deficits, reduction in staff, and work program priority for each of the City departments.

The General Plan Progress Report is organized alphabetically by element (Exhibit “B”). Each section contains the adopted goals and policies including a summary table that reflects the action program, responsible agency, adopted schedule and implementation status. For easy reference, the action programs that have been completed and/or are active and ongoing are **highlighted in bold type**, while the programs that have not been completed/initiated are **highlighted in Italics.**
Highlights of Development Activities in 2012
Since 2006, the State and the Nation have been facing a major economic recession. All the cities and states are impacted by this recession. The City of Banning experienced a significant reduction in building construction activities since 2006.

Despite the economy, the City continues to make progress in land development and community revitalization. Construction continues on projects that were previously approved by the Planning Commission. The following are highlights of the activities that occurred last year which implemented the goals and policies of the General Plan.

- **San Gorgonio Memorial Hospital**: The San Gorgonio Memorial Hospital continues with their $108 million improvement project that includes the expansion of their central plant, emergency department, and other remodeling and improvements. Future improvements include the expansion of capacity (additional beds in a 6-story building) and the further development of the hospital campus. Funding for this project was provided through general obligation bonds approved by voters in March 2006. The first phases of the project are complete and they included the construction of the helipad, cooling tower, and underground utilities. The new emergency department that includes the two story intensive care unit is approximately 90% complete.

- **Ramsey Villa, LLC**: Renovation of Ramsey Villa located at 225 W. Ramsey was completed in the Summer of 2012 and includes the exterior façade improvements such as doors, windows, roofing materials, signage, fencing painting and electrical box. Additional, interior improvements have been completed including remodeled restrooms and kitchens along with new flooring and fixtures. This renovation provides a 22-unit apartment complex for rent.

- **San Gorgonio Pass Habitat for Humanity**: Habitat continued to purchase and renovate foreclosed homes with assistance from the City through an agreement and make those homes available to very low income families. In 2012, Habitat for Humanity renovated two (2) homes for very low income residents. These homes are located throughout the City.

- **Inland Behavioral & Health Services (IBHS)**: IBHS was approved by the Planning Commission in 2009 started construction in 2011. The building is complete and opened to provide services in May 2012.

- **Family Dollar and General Dollar retail stores**: Family Dollar (1481 W. Ramsey Street) and Dollar General (1323 W. Ramsey Street). The Planning Commission approved these projects in 2010. These projects have been completed and both stores celebrated their grand opening in July of 2012.

- **O’Donnell**: The O’Donnell Business Park was approved by the City Council in July 2010 which will provide over one million square feet of light industrial space and warehousing in the Banning market with the potential to accommodate hundreds of new jobs. Construction drawings are under review for Phase I of the project that includes the
development of the largest warehouse building of approximately 787,000 square feet. Mass grading of the site has already commenced. The developer is working to address air quality requirements from the South Coast Air Quality Management District before proceeding with the next phase of construction.

- **Zennar Performance:** In October of 2012 Zennar Performance celebrated the opening of Zennar Performance’s U.S. headquarters in Banning. The company’s state-of-the-art meter manufacturing factory is located at 1910 E. Westward Avenue and will produce and distribute meters to the multifamily, municipal and commercial markets throughout North America. With the opening of the Banning location, Zennar Performance will become the 21st branch to open in The Zennar Group’s worldwide network.

- **The Haven Café:** The Haven Café, located on the southwest corner of Ramsey Street and San Gorgonio Avenue, signed the lease for their new location in October of 2012 and opened for business in January 2013.

- **Coyne Powersports:** Coyne Motor Powersports located at 2301 W. Ramsey Street celebrated their ground breaking in March of 2012 and opened their doors for business in October 2012. The Coyne Powersports Group renovated the existing structures at 2301 W. Ramsey and has plans of building a new 10,000 square foot showroom on-site. Initially they will be selling and servicing pre-owned motorcycles, watercraft, and other recreational vehicles in addition to a full parts and apparel department.

- **SEARS Hometown:** Beginning in July of 2012 local owner of Sears Hometown began investigating with staff potential business locations in Banning. A location was selected at 1484 W. Ramsey Street in early Fall of 2012 and officially opened for business before the holidays. Sears Hometown Stores provides products and services in Home Appliances, Home Electronics, Mattresses, Lawn & Garden, Fitness, Tools and Household Goods to customers in smaller communities.

- **Aaron’s:** Aaron’s opened its doors in September of 2012 and is located at 321 W. Ramsey Street. This new furniture store specializes in furniture, electronics, computers and appliances.

- **Subway:** The new Subway is located at 933 W. Ramsey Street. Permits for this project were acquired in August of 2011 with construction of this project ending in March of 2012.

- **Stagecoach Plaza:** Façade Renovation of this project began in June of 2012 and is located on the northwest corner of Ramsey Street & Sunset Avenue. Since, renovation progress continues with and estimated project completion to be in the Winter of 2013.

- **Poison Spyder Customs, Inc.:** Poison Spyder Customs, Inc. is located at 1143 W. Lincoln Street, Unit 20 and has been doing business in Banning since January 2011 and expanded their facilities in 2012. Poison Spyder manufactures “Hard-Core Off-Road Equipment” for Jeeps and their products help turn main stream Jeeps into world class off-road machines. They offer the highest quality, best fitting, and easiest to install Jeep
products that include front bumpers, front fender armor, rocker armor, rear corner armor, tube fenders, rocker knockers, crusher corners, trail & comp stingers, body armor, and much more to customize the off-road Jeep market.

- **Village at San Gorgonio**: The Frost Company submitted an application in conjunction with the Redevelopment Agency to develop approximately 5 ½ acres across from City Hall along Ramsey Street. The project is proposed as mixed use development that includes approximately 65,000 square feet of office, retail, and restaurant space. Titled the Village at Pasco San Gorgonio, the project is intended to compliment the development of the courthouse across the street and includes frontage along Interstate 10. In May of 2012 the property transfer was completed for this project.

- **Paredee Homes**: Paredee Homes has amended the Specific Plan that was approved in the mid-90s, including preparing a draft Environmental Impact Report for a construction of a golf-course community that includes two commercial sites totaling 40 acres and development of 5,387 single and multiple-family residential units, with neighborhood and community parks, trails, a community center site, and two (2) elementary school sites. The specific plan entitlement process for this project has been completed.

- **New Business**: In 2012, to City obtained sixty-nine (69) new store-front business in addition to forty-four (44) home occupation businesses.

- **Whitewater Flume Restoration**: In June of 2010, an Agreement for Transfer of San Gorgonio Hydroelectric Project No. 344 Water Conveyance Facilities, also known as the Whitewater Flume, was fully executed between SCE, the City of Banning, Banning Heights, and San Gorgonio Pass Water Agency (Pass Water Agency). The Participating Entities are currently evaluating the purchase and repair of the water conveyance system. Involved agencies have also reviewed strategies for the improvement of the water conveyance system and the environmental process has commenced.

- **Sunset Grade Separation**: The purpose of this project is to provide motorists and emergency vehicles with an additional nonstop access route to and from the southern section of the City, while reducing traffic congestion and improving safety in an area of future commercial and residential development. Currently, the County has taken the lead on this project. Staff has obtained approximately $20.6 Million in grant funding. The total project cost has been estimated at $30 Million. Recently the project was awarded an additional $10 million from Congestion Mitigation Air Quality (CMAQ). The Riverside County Transportation Commission (RCTC) proposes to begin the project in approximately November of 2013.

- **Courthouse**: The scope of this project includes the construction of a new trial court building of approximately 60,725 gross square feet, to accommodate six courtrooms, six judges, support staff on an approximately 4.65 acre site near the new Banning Police Station. City staff has prepared plans and specifications for the construction of all offsite improvements such as the installation of electrical infrastructure, curb and gutter, sidewalks, handicap ramps and street lights. City staff has completed all off-site improvements and the
Courthouse is well underway. The total project cost is estimated at $63 million. Grand opening is anticipated to be at the end of 2013.

- **Design of Taxiway “A” Relocation FAA AIP No. 3-06-0018-11-2011 (D):** The scope of this project includes the design of the relocation of Taxiway “A” to meet Federal Aviation Administration (FAA) requirements including the design of taxiway lighting and signage. The design processed commenced in July of 2012. Staff has obtained a grant from Federal Aviation Administration (FAA) in the amount of $204,128.00. Staff obtained a FAA Grant for the design of this project which reimbursed the City 95% of the total cost. This project is currently 95% complete and is currently under the review of the FAA for final acceptance. During the design stage it was determined that the existing fueling facility needed to be relocated in order to avoid safety hazards caused by the relocation of the taxiway. FAA has granted the City of Banning a grant that will fund 90% of the design costs for the fuel facility relocation. The design has commenced and is approximately 90% complete. Staff is planning to begin construction in June of 2013. Additionally, the City intends to apply for a grant to cover 90% of construction costs.

- **Urban Water Management Plan:** In order to remain in compliance with the Urban Water Management Planning Act (UWMPA) of 1983 and the subsequent amendments to the Act, the City of Banning is required to prepare, adopt and submit to the California Department of Water Resources an Urban Water Management Plan (UWMP). Currently, the 2010 Urban Water Management Plan has been submitted to the State and is pending final approval.

- **Irrigation Waterline:** Construction of the first of three segments of the City’s Irrigation Waterline system began in 2012. This segment includes the construction of a 24” ductile iron pipe from the intersection of Highland Home Road and Sun Lakes Blvd. to the intersection of Lincoln Ave. and 22nd St. via Sunset Ave. and Lincoln Ave.

- **Mapping of Existing Water Transmission System:** Staff has begun mapping of the City’s existing water transmission system in the Banning water canyon. The groundwater is pumped and transported to the City’s distribution system via a 20 inch transmission line which, in some sections, is approximately 100 years old, frequently requires repairs and is in need of replacement. The scope of work includes obtaining an aerial topographic mapping from Mias Canyon Road to Camp Comfort, approximately 30,800 feet; property boundary, easement and right-of-way research and layout; environmental constraints analysis; and the preparation of a pipeline replacement program.

- **Centerline Assessment:** Staff is currently working with a consultant in assessing approximately 125 centerline miles in the City of Banning. The assessment includes collecting data related to transverse and longitudinal cracking, wheel path roughness, rutting, raveling and deflection. In addition, the consultant will collect information on additional assets such as curb and gutter, sidewalk and street signs. The data collected will be used to prepare a more precise infrastructure management program. The program is projected to be up and running by April, 2013.
• **Public Utilities Block Wall:** Staff has awarded a contract to construct a new perimeter wall around the corporate yard located at 176 E. Lincoln Street. The new block wall will replace an old chain link fence and will mitigate existing security issues. The project is scheduled to be completed in May, 2013.

• **New Corporate Yard Facilities:** Conceptual drawings have been prepared and presented to the Planning Commission and the City Council for a new building at corporate yard located at 176 E. Lincoln Ave. The new building will replace the existing Electric Department Operations building which also houses the Street and Parks Department operations. Staff plans to move forward with the final design of construction documents beginning in June, 2013.

• **Street Improvements:** Staff has commenced the preparation of plans and specifications for the construction of road improvements along Westward Avenue from Highland Home Road to Sunset Avenue. The road is being designated as a temporary access road that will assist with traffic circulation during the construction of the Sunset Grade Separation project. The project is tentatively scheduled to commence September, 2013.

• **Street and Sewer Improvements:** The City has completed street and sewer improvements along Ramsey Street from San Gorgonio Ave. to Martin Street and Martin Street from Ramsey Street to Livingston Street. The improvements were completed as part of a development agreement between the City of Banning and the developers of the Village Paseo San Gorgonio project.

**Community Events**

• **Bulky Item Events at Dysart Park:** Three events a year are scheduled usually during the months of March, June and October. This revised program has been effective since December of 2006. Prior to this program, the City operated three bulky goods collection days where residents placed their bulky items at the curb for collection resulting in minimal diversion. Under the revised program, residents may haul their bulky goods to a designated location. The revised program allows for metals, white appliances, green waste, e-waste and so forth to be diverted from the landfill. Residents also have the option to schedule bulky item pick up three times per year at curbside.

• **Recycling Fair:** On May 5, 2012, the City of Banning, in collaboration with Western Riverside Council of Governments held its Fifth Annual Recycling Fair. At the fair, exhibits, educational materials and promotional items were made available to the public. The City also used this as an opportunity to collect e-waste from its residents. Proceeds from the e-waste collection were donated.

**POLICY ISSUES:** In the 2011 annual report, staff highlighted three major policy issues in the General Plan that require a general plan amendment. The following table outlines the policy issues that were presented to the City Council and their status.
<table>
<thead>
<tr>
<th>Policy</th>
<th>Description of Policy Issue</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Circulation</td>
<td>Consideration of one level of service (LOS) (as opposed to two currently – LOS “C” and “D”) for traffic flow on all City streets to ensure that the city has a level playing field with adjacent jurisdictions and to consider a north-south road connection for Highland Home Road at the I-10 freeway</td>
<td>The traffic study and Draft Environmental Impact Report (DEIR) was completed and made available for public review for a 45-day public review period consistent with the California Environmental Quality Act (CEQA) from September 21, 2012 through November 5, 2012. Comments received on the DEIR have been addressed. Final Environmental Impact Report (FEIR) was made available for public review beginning January 25, 2013. Staff anticipates bringing the General Plan Amendment to the Planning Commission and City Council in March of 2013.</td>
</tr>
<tr>
<td>Density for Certification of the Housing Element by the State Housing and Community Development (HCD)</td>
<td>The State HCD required that the City rezone certain properties to provide 2100 units of affordable housing before it certifies the City’s Housing Element.</td>
<td>Staff has worked with property owners who own certain land in the City to accomplish the re-zoning. Staff received support and opposition from property owners regarding the re-zoning as presented to Planning Commission in May of 2012. In response, staff organized a community meeting in November of 2012. Additionally, staff advertised a Request for Proposal (RFP) to obtain a consultant to aid the City with preparing and processing the City’s Housing Element and a contract was awarded to J.H. Douglas &amp; Associates in December of 2012. The revised draft was submitted to the State for their courtesy review on January 30, 2013. Staff is awaiting a response from the State.</td>
</tr>
<tr>
<td>Residential Land Uses and Non-Conformity</td>
<td>When the General Plan was adopted in 2006 certain residential areas that have single-family homes were re-zoned to non-residential zones which made residential properties non-conforming with the current Zoning. Residents have difficulties in obtaining financing to repair, sell, and get insurance.</td>
<td>This issue will be addressed as part of the Housing Element rezoning. In January 2013 a proposed Zoning Change letter was mailed to impacted property owners along with a survey requesting support or opposition. Once responses are received this item will be brought to the Planning Commission to consider a General Plan Amendment.</td>
</tr>
</tbody>
</table>

In addition to the above listed items, staff also desires to amend the General Plan Land Use and Economic Development Elements in order to revise policies related to attracting and retaining commercial and industrial development that provide increase sales tax and property tax revenues, as well as jobs for the residents of Banning. This proposed amendment will create funding mechanisms that will help improve quality of life for residents of Banning. Since the elimination of the Redevelopment Agency, amending this element is necessary since redevelopment was previously the only tool to spur local economic growth prior to its dissolution. This item will be presented to Planning Commission and City Council in March of 2013.

Prepared by:

[Signature]
Zai Abu Bakar
Community Development Director

PC Attachments:
1. PC Resolution No. 2013-03
2. Exhibit “A” – Reporting Forms on Progress for implementing the Housing Element
3. Exhibit “B” – General Plan Annual Progress Report for Year 2012
4. Exhibit “C” – Project Pictures and Descriptions
RESOLUTION NO. 2013-03

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BANNING, CALIFORNIA RECOMMENDING TO THE CITY COUNCIL THE APPROVAL OF THE GENERAL PLAN ANNUAL REPORT FOR YEAR 2012

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, California State law requires that the General Plan include seven (7) mandated elements: land use, housing, traffic circulation, safety, parks and recreation, conservation, and noise; and

WHEREAS, the City of Banning General Plan has 21 elements (seven [7] of which are mandated by the State) and contains 263 implementation action programs; and

WHEREAS, Government Code §65400 mandates that cities and counties in California submit an annual report on the status of the General Plan and progress in its implementation to their decision makers (City Council or board of supervisors), the Governor’s Office of Planning and Research (OPR) and the Department of Housing and Community Development (HCD) by April 1st of each year; and

WHEREAS, the purpose of the General Plan annual report is to provide enough information to identify the necessary “course adjustments” or modifications to the General Plan and means to improve local implementation; and

WHEREAS, the City is also required to report progress in implementing its Housing Element and the Regional Housing Needs Assessment as part of the annual report; and

WHEREAS, the economic recession has hampered development in the community, including housing construction because financial institutions have tighter regulations and are not lending any construction loans; and

WHEREAS, on December 29, 2011, the California Supreme Court upheld the validity of the Assembly Bill (AB) 1X 26 and invalidated AB 1X 27 which resulted in dissolution of redevelopment agencies in California including the City of Banning Community Redevelopment Agency which completely cut-off sources of funding for construction of infrastructure, elimination of blight, and construction and maintenance of affordable housing; and
WHEREAS, the City continues to take proactive steps in implementing the goals, policies and action programs of the General Plan; and

WHEREAS, the City has implemented, completed and/or has an active/ongoing status of 224 action programs (85%) out of 263 action programs. Only 39 action programs (15%) have not been completed and/or initiated. In summary, the City has done a good job of implementing the General Plan. The primary reasons some of the action programs have not been completed/initiated relates to budget deficits, reduction in staff, and work program priority for each of the City departments; and

WHEREAS, Exhibit “A” to this report contains the reporting forms on progress for implementing the Housing Element; and

WHEREAS, Exhibit “B” to this report details the implementation action programs and status; and

WHEREAS, the Planning Commission has reviewed the General Plan Annual Report at its meeting on March 6, 2013; and

NOW THEREFORE, the Planning Commission of the City of Banning does hereby find, determine, and resolve as follows:

SECTION 1: Compliance with Government Code Section 65400.

The Planning Commission determined that this General Plan Annual Report was prepared for compliance with Government Code Section 65400.

SECTION 2: Recommendation to the City Council.

The Planning Commission has reviewed and recommended approval of the General Plan Annual Report to the City Council and directed staff to file the report with the State Office of Planning and Research and the State Department of Housing and Community Development.

PASSED, APPROVED AND ADOPTED this 6th day of March 2013.

Kevin Siva, Chairman
Banning Planning Commission
APPROVED AS TO FORM AND
LEGAL CONTENT:

Lona N. Laymon
Aleshire & Wynder, LLP
Assistant City Attorney
City of Banning, California

ATTEST:

Holly Stuart, Recording Secretary
City of Banning, California

CERTIFICATION:

I, Holly Stuart, Recording Secretary of the Planning Commission of the City of Banning, California, do hereby certify that the foregoing Resolution No. 2013-03, was duly adopted by the Planning Commission of the City of Banning, California, at a regular meeting thereof held on the 6th day of March 2013, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Holly Stuart, Recording Secretary
City of Banning, California
Exhibit “A”

Reporting Forms on Progress
For Implementing the Housing Element
Table A

Very Low-, Low-, and Mixed-Income Multifamily Projects

<table>
<thead>
<tr>
<th>Reporting Period</th>
<th>City of Bellingham</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/21/2012 - 12/31/2012</td>
<td></td>
</tr>
</tbody>
</table>

Housing Element Implementation

ANNUAL ELEMENT PROGRESS REPORT
<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Units</th>
<th>Number</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Government Code Section 8631(1) (a)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Please note: This may be subject to the local codes when a jurisdictions may include a summary of the elements to be reported under the heading of a separate code.
<table>
<thead>
<tr>
<th>Number of Units</th>
<th>0</th>
<th>0</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>1. Single Family</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2-4 units</td>
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<td>0</td>
</tr>
<tr>
<td>3+ units</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>4+ units</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Second Unit</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Note: This field is voluntary

(Not including those units reported on Table A)

Annual Building Activity Report Summary for Above Moderate-Income Units

Table A3

Reporting Period: 1/1/2012 - 12/31/2012

City of Eureka

Housing Element Implementation

ANNUAL ELEMENT PROGRESS REPORT

(CCR Title 25 §6922)
| Year | Zone | Region | Unit Type | 0 | 1 | 2 | 3 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
|------|------|--------|-----------|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 2020 | 12 | 22 | 22 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 11 | 21 | 21 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 10 | 20 | 20 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2023 | 9 | 19 | 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Legend:**
- Zone: Housing Zone
- Region: Regional Housing Region
- Unit Type: Unit Type of Housing

**Notices:**
- The table above shows the number of permitted units for each zone and region for the years 2020 to 2023.
- The data is compiled based on the requirements of the housing allocation program.

**Table B**

**Regional Housing Needs Allocation Progress**

**ANNUAL ELEMENT PROGRESS REPORT**

**City of Banning**

**Reporting Period:** 11/27/2012 - 12/31/2012

**Submittal:**

**Housing Element Implementation**

**Note:** The data presented in this report is subject to change based on the latest available information.
<table>
<thead>
<tr>
<th>Program Implementation Status</th>
<th>Objective</th>
<th>Name of Program (5% Housing Element Program Name)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table C</td>
<td></td>
<td>(COR THE 25 8520)</td>
</tr>
</tbody>
</table>

**Housing Element Implementation**

Annual Element Progress Report
<table>
<thead>
<tr>
<th>Project Code</th>
<th>Project Name</th>
<th>Description</th>
<th>Start Date</th>
<th>End Date</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>12345</td>
<td>Housing Element Implementation</td>
<td>The objective is to improve housing conditions in the community.</td>
<td>01/01/2022</td>
<td>12/31/2023</td>
<td>City of Denver</td>
</tr>
</tbody>
</table>

**Annual Progress Report**

City of Denver

(Report Date: 6/30/2023)
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>7/1/2012</td>
<td>30% Complete of Housing Element Draft Master Plan</td>
</tr>
<tr>
<td>7/9/2012</td>
<td>Housing Element Draft Master Plan accepted by the City Planning Commission and City Council</td>
</tr>
<tr>
<td>7/10/2012</td>
<td>Final edits to the Housing Element Draft Master Plan submitted to the City Planning Commission and City Council</td>
</tr>
<tr>
<td>7/12/2012</td>
<td>Final edits to the Housing Element Draft Master Plan accepted by the City Planning Commission and City Council</td>
</tr>
<tr>
<td>7/13/2012</td>
<td>Final edits to the Housing Element Draft Master Plan submitted to the City Planning Commission and City Council</td>
</tr>
<tr>
<td>7/14/2012</td>
<td>Final edits to the Housing Element Draft Master Plan accepted by the City Planning Commission and City Council</td>
</tr>
<tr>
<td>7/15/2012</td>
<td>Final edits to the Housing Element Draft Master Plan submitted to the City Planning Commission and City Council</td>
</tr>
<tr>
<td>7/16/2012</td>
<td>Final edits to the Housing Element Draft Master Plan accepted by the City Planning Commission and City Council</td>
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<tr>
<td>7/17/2012</td>
<td>Final edits to the Housing Element Draft Master Plan submitted to the City Planning Commission and City Council</td>
</tr>
<tr>
<td>7/18/2012</td>
<td>Final edits to the Housing Element Draft Master Plan accepted by the City Planning Commission and City Council</td>
</tr>
<tr>
<td>7/19/2012</td>
<td>Final edits to the Housing Element Draft Master Plan submitted to the City Planning Commission and City Council</td>
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<tr>
<td>7/20/2012</td>
<td>Final edits to the Housing Element Draft Master Plan accepted by the City Planning Commission and City Council</td>
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<tr>
<td>7/21/2012</td>
<td>Final edits to the Housing Element Draft Master Plan submitted to the City Planning Commission and City Council</td>
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<tr>
<td>7/22/2012</td>
<td>Final edits to the Housing Element Draft Master Plan accepted by the City Planning Commission and City Council</td>
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<tr>
<td>7/23/2012</td>
<td>Final edits to the Housing Element Draft Master Plan submitted to the City Planning Commission and City Council</td>
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<tr>
<td>7/24/2012</td>
<td>Final edits to the Housing Element Draft Master Plan accepted by the City Planning Commission and City Council</td>
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<tr>
<td>7/25/2012</td>
<td>Final edits to the Housing Element Draft Master Plan submitted to the City Planning Commission and City Council</td>
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<tr>
<td>7/26/2012</td>
<td>Final edits to the Housing Element Draft Master Plan accepted by the City Planning Commission and City Council</td>
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<tr>
<td>7/27/2012</td>
<td>Final edits to the Housing Element Draft Master Plan submitted to the City Planning Commission and City Council</td>
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<tr>
<td>7/28/2012</td>
<td>Final edits to the Housing Element Draft Master Plan accepted by the City Planning Commission and City Council</td>
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<tr>
<td>7/29/2012</td>
<td>Final edits to the Housing Element Draft Master Plan submitted to the City Planning Commission and City Council</td>
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<tr>
<td>7/30/2012</td>
<td>Final edits to the Housing Element Draft Master Plan accepted by the City Planning Commission and City Council</td>
</tr>
<tr>
<td>7/31/2012</td>
<td>Final edits to the Housing Element Draft Master Plan submitted to the City Planning Commission and City Council</td>
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</tbody>
</table>

**Annual Element Implementation Report**

City of Bellingham
Exhibit “B”

General Plan Annual Progress Report for Year 2012
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Introduction

The following discussion will provide a summary of the progress in achieving the Goals, Policies and Implementation Programs for each of the 21 General Plan elements. Each General Plan Element contains implementation programs that identify each department(s) responsible for implementation of the programs and outlines the timing/schedule to complete the programs. The elements have been alphabetized for easier reference. The programs that have been completed and/or active and ongoing are highlighted in bold and the programs that have not been completed are highlighted in italics.
Air Quality Element (11 programs)

GOAL 1
To preserve and enhance local and regional air quality for the protection of the health and welfare of the community.

Policy 1
The City shall be proactive in regulating local pollutant emitters and shall cooperate with the Southern California Association of Governments and the South Coast Air Quality Management District to assure compliance with air quality standards.

Policy 2
The City shall continue to coordinate and cooperate with local, regional and federal efforts to monitor, manage and reduce the levels of major pollutants affecting the City and region, with particular emphasis on PM10 and ozone emissions, as well as other emissions associated with diesel-fueled equipment and motor vehicles.

Program 2.A
On an ongoing basis, the City shall continue to participate in efforts to monitor and control PM10 emissions from construction and other sources, and all other air pollutants of regional concern. The City shall coordinate with SCAQMD to provide all reporting data for the SCAQMD annual report.

Responsible Agency: Building and Public Works Departments, Planning Department, SCAQMD

Schedule: Continuous; Ongoing

Implementation Status – Ongoing through land development review process and environmental documentation that is required and standard conditions for Public Works. The City consulted with the SCAQMD with regard to air quality impacts from land development projects. The City Public Works inspector also monitors grading activities and enforces dust control.

Program 3.A
The General Plan Land Use Map and Element shall be developed and maintained to locate air pollution point sources, such as manufacturing operations and highways, at an appropriate distance from sensitive receptors, including hospitals, schools, hotels/motels and residential neighborhoods.

Responsible Agency: Planning Department, SCAQMD

Schedule: 2005-2006

Implementation Status – This is implemented through the Zoning Ordinance where zoning districts are established to ensure that conflict between land uses - residential, commercial, industrial, and public facilities are minimized. As part of land development review process, City staff consults with the SCAQMD through the environmental review process as required by the California Environmental Quality Act (CEQA) to ensure that land development projects do not have the potential to impact sensitive receptors.

Policy 4
Development proposals brought before the City shall be reviewed for their potential to adversely impact local and regional air quality and shall be required to mitigate any significant impacts.

Program 4.A
Projects that may generate significant levels of air pollution shall be required to conduct detailed impact analyses and incorporate mitigation measures into their designs using the most advanced technological methods feasible. All proposed mitigation measures shall be reviewed and approved by the City prior to the issuance of grading or demolition permits.

**Responsible Agency:** Planning Department

**Schedule:** Ongoing

**Implementation Status:** Implemented through the California Environmental Quality Act (CEQA) and land development review process. Environmental documents are prepared for each of the land development projects that are not exempt under CEQA and mitigation measures are made apart of the Conditions of Approval. Additionally, mitigation measures are implemented and monitored during construction of the project.

**Program 4.B**

Provide consistent and effective code enforcement of construction and grading activities and off-road vehicle use to assure that the impacts of blowing sand and fugitive dust emissions are minimized.

**Responsible Agency:** Building Department, Code Compliance, SCAQMD

**Schedule:** Ongoing

**Implementation Status:** Ongoing through standard approval process and also monitoring during construction.

**Program 4.C**

The City shall encourage immediately, and investigate legislating the reduction of TDM requirements to a level of 50 employees or more.

**Responsible Agency:** Public Works Department/Planning Dept

**Schedule:** 2005-2006 Pending

**Implementation Status:** Pending

**Policy 5**

The City shall promote the use of clean and/or renewable alternative energy sources for transportation, heating and cooling.

**Program 5.A**

Vehicles that use alternative fuel sources, such as compressed natural gas and electricity, shall be purchased and maintained for use in the City’s vehicle fleet when new vehicles are purchased.

**Responsible Agency:** City Manager’s Office

**Schedule:** 2005-2006

**Implementation Status:** New city vehicles that are purchased use compressed natural gas and the implementation is ongoing.

**Program 5.B**

The City’s Compressed Natural Gas fueling station shall continue to be open to public use.

**Responsible Agency:** Public Works Department

**Schedule:** Ongoing

**Implementation Status:** Active and Ongoing.

**Policy 6**

The City shall support the development of facilities and projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle paths and lanes, and community-wide multi-use trails.
<table>
<thead>
<tr>
<th>Program 6.A</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The City shall pursue a balance of employment and housing opportunities that encourage pedestrian and other non-motorized transportation and minimize vehicle miles traveled.</strong></td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Economic Development Department, Redevelopment Agency, Planning Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status – Ongoing as new development is proposed.</strong> The Butterfield Specific Plan (Pardee) will incorporate commercial development with active walking/jogging trails, bike paths, and neighborhood electric vehicles. The Village at Paseo San Gorgonio is a Downtown redevelopment project that encourages people to walk and enjoy the outdoor environment.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program 6.B</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The City shall promote the expanded availability of mass transit services, coordinating with all agencies to link residential and commercial business and employment centers with the City’s residential neighborhoods and nearby communities.</strong></td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Community Services Department, Economic Development Department, Redevelopment Agency, Planning Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status – The City coordinates with other regional transit agencies such as the Riverside Transit Agency and attends regional transit meetings. Expansion will occur when population increases demand for expanded service. The City Manager is pursuing opportunities for a regional rail/transit station.</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program 6.C</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The City shall promote and support the development of ridesharing, carpooling, flexible work scheduling, telecommuting and Park and Ride programs among public and private employers.</strong></td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department, Public Works Department, Community Services Department, Transit Agencies, Major Employers</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status - Ongoing as the City currently has a four day work week (4/10 work schedule). This program is codified in Chapter 8.60 of the Municipal Code.</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program 6.D</th>
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<tbody>
<tr>
<td><strong>The City shall require shade trees with non-damaging root systems to be planted in all medians on all streets, to cool the asphalt and reduce the Reactive Organic Compounds (ROC) and Volatile Organic Compounds (VOC) generated by asphalt streets and parking lots. A list of permitted trees with non-damaging root systems shall be developed.</strong></td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department, Public Works Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status - Ordinance in place, active and ongoing. Public Works reviews street tree plans for acceptable species; Planning requires one tree for every seven (7) parking spaces in the parking lot.</strong></td>
</tr>
</tbody>
</table>
Archaeological and Cultural Resources Element (12 programs)

GOAL 1
Documentation, maintenance, preservation, conservation and enhancement of archaeological and historic sites, artifacts, traditions and other elements of the City’s cultural heritage.

Policy 1
The City shall exercise its responsibility to identify, document and evaluate archaeological, historical and cultural resources that may be affected by proposed development projects and other activities.

<table>
<thead>
<tr>
<th>Program 1.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>All new development proposals, except single family dwelling on existing lots of record, shall submit a records search for historic and cultural resources as part of the planning process.</td>
</tr>
<tr>
<td>Responsible Agency: Planning Department</td>
</tr>
<tr>
<td>Schedule: 2005-2006, Ongoing</td>
</tr>
<tr>
<td>Implementation Status – Ongoing and is implemented through the CEQA process during land development review.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program 1.B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development or land use proposals which have the potential to disturb or destroy sensitive cultural resources shall be evaluated by a qualified professional and, if necessary, comprehensive Phase I studies and appropriate mitigation measures shall be incorporated into project approvals.</td>
</tr>
<tr>
<td>Responsible Agency: Planning Department</td>
</tr>
<tr>
<td>Schedule: Ongoing</td>
</tr>
<tr>
<td>Implementation Status – Standard conditions for grading.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program 1.C</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City shall implement the requirements of state law relating to cultural resources, including Government Code 65352.3, and any subsequent amendments or additions.</td>
</tr>
<tr>
<td>Responsible Agency: Planning Department</td>
</tr>
<tr>
<td>Schedule: Ongoing</td>
</tr>
<tr>
<td>Implementation Status – City consults with tribal representatives on all land development projects.</td>
</tr>
</tbody>
</table>

Policy 2
The City shall expand and enhance its historic preservation efforts.

<table>
<thead>
<tr>
<th>Program 2.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prepare a historic preservation plan, which outlines the goals and objectives of the City’s preservation programs and serves as an official historic context statement for the evaluation of cultural resources within the City boundaries.</td>
</tr>
<tr>
<td>Responsible Agency: Planning Department</td>
</tr>
<tr>
<td>Schedule: 2006-2007</td>
</tr>
</tbody>
</table>
**Implementation Status** – Not implemented.

**Program 2.B**
The City shall consider participating in the Certified Local Government program so that it may benefit from historic preservation expertise, technical assistance, special grants, information exchange, and statewide preservation programs coordinated by the State Office of Historic Preservation. The evaluation of participation in the program shall be part of the historic preservation plan.

**Responsible Agency:** Planning Department, Historical Society, City Council

**Schedule:** 2006-2007

**Implementation Status** – Not implemented.

**Program 2.C**
Encourage property owners and residents to nominate qualified properties to the City’s inventory system and/or any federal and state registers.

**Responsible Agency:** Planning Department, Morongo Band of Cahuilla Indians

**Schedule:** Ongoing

**Implementation Status** – Not implemented.

**Program 2.D**
Should the Saint Boniface School site be proposed for development, extensive analysis of the site shall be conducted, and mitigation proposed, to document its historic significance.

**Responsible Agency:** Planning Department

**Schedule:** 2005-2006, Ongoing

**Implementation Status** – Tract map approved but a project is not yet developed.

**Policy 3**
Establish and maintain a confidential inventory of archaeological and historical resources within the City, including those identified by the Eastern Information Center (EIC) at the University of California, Riverside and in focused cultural resources studies.

**Policy 4**
Sensitive archaeological and historic resources shall be protected from vandalism and illegal collection, to the greatest extent possible.

**Program 4.A**
Mapping and similar information, which identifies specific locations of sensitive cultural resources, shall be maintained in a confidential manner, and access to such information shall be provided only to those with appropriate professional or organizational ties.

**Responsible Agency:** Planning Department

**Schedule:** Immediate; continuous

**Implementation Status** – Not implemented.

**Policy 5**
Encourage public participation in and appreciation of the City’s cultural heritage.

**Program 5.A**
Implement a systematic program to enhance public awareness of the City’s heritage, generate broad support for its preservation, and enhance community pride.

**Responsible Agency:** Planning Department, Historical Society, City Council, Morongo Band of Mission Indians
Schedule: 2005-2006, Ongoing

Implementation Status – Not implemented.

Program 5.B
Support the efforts of local cultural associations to acquire historical materials and artifacts, and to educate the public about the City's and region's cultural heritage.

Responsible Agency: Planning Department, Historical Society, Morongo Band of Mission Indians
Schedule: 2005-2006, Ongoing
Implementation Status – Not implemented.

Policy 6
Support the listing of eligible structures or sites as potential historic landmarks and their inclusion in the National Register of Historic Places.

Program 6.A
Develop procedures for the designation of local landmarks and historic districts.

Responsible Agency: Planning Department, Historical Society, Morongo Band of Mission Indians
Schedule: 2005-2006
Implementation Status – Not implemented.

Policy 7
The City shall consider offering economic or other incentives, such as direct subsidies or application/permitting fee reductions or waivers, to property owners to encourage the maintenance and enhancement of significant cultural buildings and sites.

Program 7.A
Develop an application process for City-sponsored incentives to maintain and enhance significant buildings and sites, and provide property owners with information and guidance on eligibility requirements.

Responsible Agency: Planning Department
Schedule: 2006-2007
Implementation Status – Not implemented.
Biological Resources Element (7 programs)

GOAL 1
A pattern of community development that supports a functional, productive, harmonious and balanced relationship between the built and natural environment.

Policy 1
The City shall continue to participate in the preservation of habitat for endangered, threatened and sensitive species.

<table>
<thead>
<tr>
<th>Program 1.A</th>
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</thead>
<tbody>
<tr>
<td>Through the Western Riverside MSHCP, maintain an accurate and regularly updated map of sensitive plant and animal species and habitat in Banning and its planning area.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2005-2006, Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status – Implemented as required by the MSHCP.</strong></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Program 1.B</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City shall participate in the Western Riverside County Multiple Species Habitat Conservation Plan.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department, Riverside County</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status – Implemented as required by the MSHCP.</strong></td>
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</table>

<table>
<thead>
<tr>
<th>Program 1.C</th>
</tr>
</thead>
<tbody>
<tr>
<td>City staff shall continue to request biological resource surveys for new development.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department, Riverside County</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Continuous</td>
</tr>
<tr>
<td><strong>Implementation Status – Implemented as required by the MHSCP and through the CEQA review process.</strong></td>
</tr>
</tbody>
</table>

Policy 2
As part of the development review process, the City shall evaluate projects based on their impact on existing habitat and wildlife, and for the land’s value as viable open space.

<table>
<thead>
<tr>
<th>Program 2.A</th>
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</thead>
<tbody>
<tr>
<td>The City shall encourage developers to recover native and drought tolerant plant materials, and incorporate them into project landscaping, to provide or enhance habitat for local species.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status – Ongoing part of land development review process.</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program 2.B</th>
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</thead>
<tbody>
<tr>
<td>The City shall make available at City Hall a listing of planting materials that emphasizes native vegetation, but may also include non-native, plants that are compatible with the local environment.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2005-2006, Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status – Landscape Guidelines contain the list.</strong></td>
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</table>
Policy 3
The City shall encourage and cooperate with other agencies in establishing multiple use corridors that take advantage of drainage channels and utility easements as wildlife corridors, public access and links between open space areas and the built environment.

<table>
<thead>
<tr>
<th>Program 3.A</th>
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<tbody>
<tr>
<td>The City shall consult and coordinate with the Riverside County Flood Control District to encourage the establishment of a system of multiple use corridors for movement of people and wildlife between open space areas.</td>
</tr>
<tr>
<td>Responsible Agency: Planning Department, Riverside County Flood Control District</td>
</tr>
<tr>
<td>Schedule: 2005-2006, Ongoing</td>
</tr>
<tr>
<td>Implementation Status – Future trail plans that are proposed to be constructed adjacent to flood control facilities will be coordinated with the Riverside County Flood Control District.</td>
</tr>
</tbody>
</table>

Policy 4
Drainage channels, utility corridors and pipeline easements shall be preserved in natural open space to the greatest extent possible.

Policy 5
The City shall promote the protection of biodiversity and encourage an appreciation of the natural environment and biological resources.

<table>
<thead>
<tr>
<th>Program 5.A</th>
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<tbody>
<tr>
<td>The City shall coordinate with the Banning and Beaumont Unified School Districts, the County and other agencies as identified, to provide educational programs that offer an understanding of the region’s natural environment and make the public aware of biological resource issues.</td>
</tr>
<tr>
<td>Responsible Agency: Planning Department, Banning and Beaumont Unified School Districts, Riverside County, and others as identified</td>
</tr>
<tr>
<td>Schedule: 2005-2006, Ongoing</td>
</tr>
<tr>
<td>Implementation Status – Not implemented.</td>
</tr>
</tbody>
</table>
Circulation Element (38 programs)

GOAL 1
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

Implementation Status – Implemented through development process.

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

Implementation Status – The roadway standard plans were completed and approved by City Council on December 11, 2012.

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

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

Schedule: 2005-2006, Ongoing, implementation

Implementation Status – Ongoing standard requirement for all development projects.

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

**Implementation Status – 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

**Implementation Status – Ongoing, Capital Improvement Program (CIP) adopted and being implemented as funding is available. City Council awarded a project on October 9, 2012 to conduct citywide inventory and pavement analysis of streets.**

---

**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

**Implementation Status – The 5 Year Capital Improvement Program is updated and approved annually.**

---

**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

Implementation Status – 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:** 2005-2006

Implementation Status – Ongoing, Funds secured for Sunset Grade Separation Project. Construction to commence in 2013.

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

Implementation Status – Highland Home Road will be eliminated with the recent General Plan Amendment. Discussions have commenced in regards to Cottonwood; however not much progress has occurred.

**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.

**Responsible Agency:** Public Works Department

**Schedule:**

Implementation Status – Ongoing & Active. The City is also conducting a traffic study to evaluate the opportunity for having a Level of Service “D” as opposed to “C” to ensure that the City of Banning is on the same level playing field with its neighboring jurisdiction for traffic related improvements.

**Policy 7**
New development proposals shall pay their fair share for the improvement of streets 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**

General Plan Annual Progress Report
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

**Implementation Status – 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

**Implementation Status – In progress and is implemented annually through CIP. New inventory of sidewalks and curb and gutter to be part of project mentioned in section 2.B.**

**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

**Implementation Status – Ongoing through land development review.**

**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

**Implementation Status – Ongoing as needed.**

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

**Responsible Agency:** Public Works Department

**Schedule:** 2005-2006, Ongoing

**Implementation Status - 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

**Implementation Status:** New development is being reviewed on a case-by-case basis to include enhanced sidewalks, walkways, lighting, and landscaping designs and to ensure that there are connections between existing and new development.

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

**Implementation Status:** Ongoing CIP and through private development funding. Sunset Avenue grade separation is currently a priority project.

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

**Implementation Status:** Implemented through the land development review process.

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

**Implementation Status:** A citywide golf cart plan is not implemented due to lack of funding. However, future golf courses that are to be developed as part of development will require a golf cart plan that connects homes to commercial development within the project or beyond based on future opportunities.

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  
**Implementation Status** – Not implemented since there is no Citywide golf cart plan.

**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  
**Implementation Status** - Implemented case-by-case based on future development. The proposed Butterfield Specific Plan (Pardoe Homes) includes golf cart routes connecting homes to the commercial area in the development.

**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  
**Implementation Status** - Ongoing and the City Manager is actively pursuing this matter.

**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  
**Implementation Status** - 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.
**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
**Implementation Status – Ongoing, implemented through the Airport Committee.**

**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
**Implementation Status – The State of California requires these maps to be maintained through the Service Alert System. There has been no comprehensive inventory conducted by the City. The Electric Utility Department maintains its own inventory of electric utility lines.**

**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
**Implementation Status – 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
**Implementation Status – Ongoing and active.**

**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.

**Implementation Status** — Not yet completed.

---

**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

**Implementation Status** — Not yet completed.

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**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.

**Implementation Status** — Not yet completed.

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**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.

**Implementation Status** — Not yet completed.

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**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.

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**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:** 2005-2006.

**Implementation Status** — Ongoing through land development review process.

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**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:** 2005-2006.

**Implementation Status** — Not yet completed.
**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

**Implementation Status** – *Not yet completed.*

---

**Policy 28**
Motorized vehicles shall be prohibited on City trails.

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**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

**Implementation Status** – *Not completed.*

**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

**Implementation Status** – *Ongoing through land development review process. Butterfield Specific Plan (Pardee Homes) will include non-motorized trail system within the community and for future connection to its surrounding areas.*

**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

**Implementation Status** – *Not yet completed.*
Economic Development Element (20 programs)

GOAL 1
A balanced, broadly-based economy that provides a full range of economic and employment opportunities, while maintaining high standards of development and environmental protection.

Policy 1
General Plan land use designations and allocations will facilitate a broad range of residential, commercial, industrial and institutional development opportunities.

Program 1.A
The city shall annually monitor the remaining capacity of all General Plan land use categories to assure that a variety of economic development opportunities are available.

Responsible Agency: Planning Department, Redevelopment Agency
Schedule: 2005-2006, Annually thereafter
Implementation Status - Ongoing.

Program 1.B
All proposals for new development or redevelopment shall be evaluated to assure that these uses complement, support and are compatible with the City’s core economic assets.

Responsible Agency: Planning Department, Redevelopment Agency, Finance Department, City Council
Schedule: Continuous
Implementation Status – Ongoing.

Policy 2
The City shall take a proactive role in the retention of existing businesses and the recruitment of new businesses, particularly those that generate and broaden employment opportunities, increase discretionary incomes, and contribute to City General Fund revenues.

Program 2.A
Work closely with Mount San Jacinto College throughout their planning process to assist in its efficient and timely development, implement educational programs geared to job creation and retention, and to coordinate synergistic development opportunities.

Responsible Agency: Redevelopment Agency, Mount San Jacinto College
Schedule: 2005-2006, Ongoing
Implementation Status – Phase 1 of the Mt. San Jacinto Community College development was completed in December 2010. New phases are in progress.

Program 2.B
Aggressively pursue retail commercial developments which reduce the current retail sales leakage.

Responsible Agency: Redevelopment Agency, Chamber of Commerce
Schedule: Ongoing
Implementation Status – Active and ongoing contacts with national and non-national retailers, developers, private investors, and potential tenants through social media marketing, press release, target marketing, letters, e-mails, phone calls, and meetings. Attend ICSC national and regional tradeshows to market and brand the City.

Program 2.C
Continue to maximize the role of the Chamber of Commerce, City web site and other mechanisms that promote and enhance the City’s business climate.

**Responsible Agency:** Redevelopment Agency, Chamber of Commerce  
**Schedule:** Ongoing  
**Implementation Status - Active and ongoing.**

**Policy 3**
Encourage and promote infill development in orderly and logical development patterns that decrease the costs, and increase the efficiency of new utilities, infrastructure, and public services.

<table>
<thead>
<tr>
<th>Program 3.A</th>
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</table>
| The City shall maintain a package of economic incentive programs that benefit developers of infill projects.  
**Responsible Agency:** Redevelopment Agency, Finance Department  
**Schedule:** 2005-2006  
**Implementation Status – The City Council adopted the Electric Utility Incentive Program for existing business expansion and business attraction. The Electric Utility Incentive Program was enhanced in 2012 to lower the minimum requirement threshold in an effort to reach a broader business base. The City provides a one-stop shop program where developers can meet with City staff at no cost in advance of their formal application to the City. The City also provides a single point of contact from start to the completion of a construction project.** |

<table>
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<tr>
<th>Program 3.B</th>
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| The City shall contribute to the financing of tertiary treatment facilities as an economic development tool.  
**Responsible Agency:** Redevelopment Agency  
**Schedule:** 2006-2007  
**Implementation Status - Not yet completed.** |

<table>
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<tr>
<th>Program 3.C</th>
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</table>
| Use the Downtown Charette as a guideline for the Downtown Commercial area, for the development of high quality, pedestrian oriented retail locations.  
**Responsible Agency:** Planning Department, Redevelopment Agency, Planning Commission, City Council  
**Schedule:** 2005-2007, Ongoing  
**Implementation Status - Ongoing.** |

**Policy 4**
Attract a greater number of commercial retail businesses to the Downtown Core area to develop a safe, vital and consumer-friendly downtown shopping area.

<table>
<thead>
<tr>
<th>Program 4.A</th>
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</table>
| Provisions for the Downtown Commercial Zoning District shall encourage specialty retail uses, live-work uses, and other uses which support and expand the pedestrian and tourist-related shopping experience.  
**Responsible Agency:** Planning Department, Planning Commission, City Council  
**Schedule:** 2005-2006  
**Implementation Status - Ongoing.** |

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<tr>
<th>Program 4.B</th>
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</table>
| The City shall coordinate with public, private and business organizations to explore grant funding to provide funds for rehabilitation and increased code enforcement in the Downtown Core area.  
**Responsible Agency:** Redevelopment Agency, Chamber of Commerce, City Council |
**Schedule:** 2005-2006; Continuous

**Implementation Status – The Community Redevelopment Agency enters into a number of Owner Participation Agreements with members of the business community who desire to upgrade the façade of their buildings. Redevelopment funds for this program were eliminated by the State in 2012. Code Enforcement efforts are ongoing in the Downtown and throughout the City.**

**Program 4.C**
The City shall work with CABAM and other citizen groups with an interest in development of the Downtown core area, to identify grant monies, private development interests and business synergies to build on existing revitalization activities in this area.

**Responsible Agency:** Redevelopment Agency, CABAM, development community

**Schedule:** 2005-2006; Continuous

**Implementation Status - Currently working with the Banning Cultural Alliance and Banning Chamber of Commerce with regard to this effort.**

**Policy 5**
Explore opportunities with private entities to fund Smith Creek Park as a viable recreation area.

**Program 5.A**
Update the Smith Creek Park master plan and actively market this development opportunity among private entities that could fund development and provide for future maintenance of the park and improvements.

**Responsible Agency:** Community Services Department, Redevelopment Agency, City Council, development community

**Schedule:** 2006-2007

**Implementation Status – Not implemented.**

**Policy 6**
Encourage and facilitate highway-serving commercial development at appropriate Interstate-10 interchanges within the City limits.

**Program 6.A**
Proactively work with CalTrans to improve on- and off-ramp landscaping and improvements to provide more attractive gateways to the City.

**Responsible Agency:** Planning Department, Redevelopment Agency, CalTrans

**Schedule:** 2005-2006; Ongoing

**Implementation Status - Currently working with CalTrans to improve the Highland Springs Avenue interchange and 8th Street off ramps.**

**Program 6.B**
Preserve highway commercial land use designations at interchange locations, and encourage the location of high quality freeway-serving businesses.

**Responsible Agency:** Planning Department, Redevelopment Agency

**Schedule:** 2005-2006; Ongoing

**Implementation Status – Ongoing.**
Program 6.C
Code compliance on gateway streets and properties adjacent to Interstate 10 shall be strictly enforced.

**Responsible Agency:** Code Enforcement

**Schedule:** Ongoing

**Implementation Status - Ongoing.**

**Policy 7**
Explore joint funding opportunities for the improvement of existing at-grade rail crossings, and investigate necessary infrastructure and funding to extend rail access to lands designated for industrial development.

**Program 7.A**
Consult with representatives of the Railroad, state and federal legislators, and appropriate state agencies to apply for available funding for these improvements.

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

**Schedule:** 2005-2006; Ongoing

**Implementation Status - Grants received for Sunset grade separation.**

**Policy 8**
In order to maintain existing economic activities and attract new commercial and industrial development, the City shall assure the provision of adequate utilities, infrastructure, and other capital facilities.

**Policy 9**
All development interests, including residential, commercial and industrial project proponents, shall be responsible for their fair share of on-site and off-site improvements required to support their development proposals. Such improvements may include, but are not limited to, street construction and signalization, grade separation, utility extension, drainage facilities, and parks.

**Program 9.A**
The Community Redevelopment Agency shall consider requests for assistance from project developers for the development of infrastructure and compare them to the economic benefit of the proposed project.

**Responsible Agency:** Redevelopment Agency

**Schedule:** 2005-2006; Ongoing

**Implementation Status - The Redevelopment Agency has been eliminated in 2012 by the State; however, as part of land development, the projects are required to provide infrastructure to serve the development.**

**Program 9.B**
Proactively work with the Riverside County Transportation Commission in putting Banning projects on the highest priority within the Transportation Uniform Mitigation Fee (TUMF) program.

**Responsible Agency:** City Manager’s Office, City Engineer, City Council

**Schedule:** Ongoing

**Implementation Status - Ongoing. Attend and participate at monthly meetings with RCTC.**
**Policy 10**
Continue to cultivate cooperative relationships with the Morongo Band of Mission Indians and Bureau of Indian Affairs, particularly regarding development of Indian lands within and adjacent to the planning area, and development and enhancement of community facilities that provide joint benefit to the Tribe and the City.

**Policy 11**
The City will have a comprehensive tourism plan.

<table>
<thead>
<tr>
<th>Program 11.A</th>
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<tbody>
<tr>
<td>Encourage and promote special events and activities which strengthen the City’s image and attractiveness to residents, visitors, and businesses.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> City Council, Redevelopment Agency, Chamber of Commerce, Morongo Band of Mission Indians, Inland Empire Tourism Council, Banning and Beaumont Unified School Districts, ECOPAC</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2005-2006</td>
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<tr>
<td>Implementation Status – Ongoing. Special Events are conducted by the Banning Cultural Alliance such as Phineas Festival, Art Hop, and Play House Bowl and many other downtown activities. The Banning Centennial Committee also has a variety of programs and events scheduled for 2013.</td>
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<tr>
<th>Program 11.B</th>
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<td>The City shall conduct market research on tourism approaches, target the tourism markets of interest, and create tourism plan goals and an implementation strategy.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> City Redevelopment Agency, Chamber of Commerce, Inland Empire Tourism Council, ECOPAC</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2006-2007</td>
</tr>
<tr>
<td>Implementation Status - Ongoing efforts to accomplish tourism plan.</td>
</tr>
</tbody>
</table>
Emergency Preparedness Element (8 programs)

GOAL 1
A detailed, integrated and comprehensive emergency preparedness plan for the City, ensuring a high level of readiness and responsiveness to man-made and natural disasters of any scope, and which maximizes response capabilities of the City, County, State and Federal governments.

Policy 1
The City shall maintain and update its Multi-Hazard Functional Planning Guidance document to ensure maximum operational functionality and to incorporate federal mandates by required deadlines.

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<tr>
<th>Program 1A</th>
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</table>
The City shall maintain close communication and coordination with Riverside County to expedite adaptation of and compliance with the federal NIMS program. |
| **Responsible Agency:** City Manager, Disaster Preparedness Coordinator, Riverside County Emergency Services Department |
| **Schedule:** 2005 |

**Implementation Status** - The Emergency Services Coordinator/Fire Marshal has completed “NIMSCAST,” the national online NIMS compliance evaluation program developed by FEMA. Continual updates will be done on “NIMSCAST” to ensure current information about the City’s compliance is recorded. The latest update was in November 2011. The Emergency Services Coordinator/Fire Marshal monitors the City’s Compliance with SEMS and NIMS and provides training or training opportunities to ensure SEMS and NIMS compliance. The organizational chart was updated in November/December 2012.

Policy 2
The City shall maintain and update the Banning Emergency Plan to keep it updated with staffing and technical capabilities of the City and cooperating agencies.

<table>
<thead>
<tr>
<th>Program 2.A</th>
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Periodically schedule and direct the review and revision of the Banning Emergency Plan. |
| **Responsible Agency:** City Manager, Disaster Preparedness Coordinator, Riverside County Emergency Services, Other City Departments, Sun Lakes EPAP |
| **Schedule:** Every two years. |

**Implementation Status** - The City’s Emergency Operations Plan was updated and approved by the City Council in August 2007. The plan requires review and updates, as needed, every two years. The latest update was in November 2011.

Policy 3
The City shall identify and establish emergency evacuation and supply routes and plans to preserve or reestablish the use of Highland Springs Avenue, San Gorgonio Avenue, Wilson Street, Ramsey Street, Interstate-10 and other essential transportation routes.

<table>
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<th>Program 3.A</th>
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</table>
Through PASSCOM or other appropriate regional organization, the City shall coordinate with adjoining cities, Riverside County, the Morongo Band of Mission Indians and CalTrans to facilitate the designation of emergency evacuation and supply routes, and for the development of a multi-agency emergency response plan that provides expeditious and timely repair to major streets and highways damaged by earthquakes,
flooding or other disasters.

**Responsible Agency:** City Manager, Disaster Preparedness Coordinator, Public Works Department, Cities of Beaumont and Calimesa, Riverside County Emergency Services, CalTrans, Morongo Band of Mission Indians

**Schedule:** Continuous

Implementation Status - The Emergency Services Coordinator/Fire Marshal is working with the Emergency Services Coordinator of the Morongo Band of Mission Indians to establish a Mutual Aid Agreement between the Tribe and the City for mutual assistance during disasters. Work continues to designate and develop an alternate east/west route through the Pass Area should I-10 become impassable. Agreement in principle between County of Riverside, Banning City, and Morongo Band of Mission Indians for a route south of I-10. Currently no funds available to proceed.

**Policy 4**
The City shall identify and establish emergency appropriate locations for emergency supply stockpiles.

**Program 4.A**
Through County-provided CERT training or other appropriate community venues, the City shall recruit decentralized locations where stockpiles of food, water and emergency medical supplies may be stored and maintained.

**Responsible Agency:** City Manager, Disaster Preparedness Coordinator, Public Works Department, Riverside County Emergency Services

**Schedule:** Continuous

Implementation Status - Nothing accomplished as of December 20, 2007 regarding stockpiling food and water except for supplies for use by EOC personnel during a disaster. For medical emergencies the Fire Department has purchased a trailer and equipped it to handle “Mass Casualty” incidents. The trailer is stocked with medical and rescue supplies. The County of Riverside provided money for a conex with food and water to be placed on the Banning bench, but the City has not had the funds to provide that within the City. Work continues with local communities to stockpile as a community and also be personally prepared. The City accepted an Emergency Preparedness trailer with 100 cots from the county OES.

**Policy 5**
The City shall cooperate and coordinate with Riverside County Emergency Services, local utility purveyors and other agencies and utilities in the preparation of public information materials to assist residents, visitors and business owners in responding to local disasters and emergencies.

**Program 5.A**
The City shall coordinate and cooperate with County Emergency Services, Banning Water District, Eastern Municipal Water District, Beaumont/Cherry Valley Water District, Southern California Edison, the Gas Company, and other agencies and utilities in the development and dissemination of information and instructions on appropriate actions in the event of a local disaster or emergency.

**Responsible Agency:** City Council, City Manager, Disaster Preparedness Coordinator, Riverside County Emergency Services, SCE, the Gas Company, Banning Water District, EMWD, and Beaumont/Cherry Valley Water District.

**Schedule:** Continuous

Implementation Status - The Fire Department Emergency Services Bureau continually communicates with County OES and local agencies to dispense pertinent disaster preparedness information through public events and organization meetings.

**Program 5.B**
Coordinate with the County to facilitate with appropriate public and quasi-public agencies and private
organizations to assure that CERT training incorporates a public information program to advise the community on how to prepare for and cope in a local disaster or emergency.

**Responsible Agency:** City Council, City Manager, Disaster Preparedness Coordinator, Riverside County Emergency Services, Banning Unified School District, Sun Lakes EPAP, private schools, nursing homes, and various local business organizations

**Schedule:** Continuous

**Implementation Status - Ongoing Implementation.**

**Program 5.C**

Encourage and train community volunteers to assist police and fire personnel during and after a major emergency.

**Responsible Agency:** City Manager, Disaster Preparedness Coordinator, Riverside County Emergency Services, Sun Lakes EPAP

**Schedule:** Continuous

**Implementation Status - The Fire Department has an active volunteer program. Emergency Services Coordinator/Fire Marshal, along with one Council member and a citizen volunteer, have provided numerous training programs related to neighborhoods preparing for disasters. PASSCOMM, County OES, and local groups have provided local training and preparedness.**

**Policy 6**
The City shall thoroughly consider and assess vulnerability to natural and manmade disasters or emergencies when reviewing proposals for the siting and development of critical and essential public/quasi-public facilities.

**Program 6.A**

In order to assure the maximum possible protection from environmental and manmade hazards, including earthquakes and flooding, the City shall consider their vulnerability to natural and manmade disasters and emergencies when reviewing proposals for critical and essential facilities, as well as sensitive land uses.

**Responsible Agency:** Planning Department, Public Works Department, Fire Department

**Schedule:** Continuous

**Implementation Status - This is being accomplished by the cooperative efforts between Fire and Public Works to mitigate flooding and mudslides after fires. The Public Works Department has adopted new Grading Standards and a new Storm Water Code to assist in deterring increases in flood levels by new development.**
Energy and Mineral Resources Element (9 programs)

GOAL 1
Efficient, sustainable and environmentally appropriate use and management of energy and mineral resources, assuring their long-term availability and affordability.

Policy 1
Promote energy conservation throughout all areas of the community and sectors of the local economy, including the planning and construction of urban uses and in City and regional transportation systems.

Program 1.A
The City shall strictly and consistently enforce all state mandated energy-conserving development and building codes/regulations, and shall investigate and report on the appropriateness of developing more stringent local energy performance standards.

Responsible Agencies: Building Department, Planning Department, Public Utilities
Schedule: Ongoing
Implementation Status – Active and ongoing part of development process.

Program 1.B
The City shall continue to participate in transportation planning efforts and shall encourage the expanded use of public transit, vehicles fueled by compressed natural gas and hydrogen, buses with bike racks and other improvements that enhance overall operations and energy conservation.

Responsible Agency: City Manager’s Office, Community Services Department, Public Utilities Department
Schedule: Ongoing
Implementation Status – Ongoing and Active.

Program 1.C
The City shall strive for efficient community land use and transportation planning and design, and shall assure the provision of convenient neighborhood shopping, medical and other services located to minimize travel and facilitate the use of alternative means of transportation.

Responsible Agency: Public Works Department, Planning Department, Community Services Department
Schedule: Ongoing
Implementation Status - Through Development Review Process; bikeways, golf cart paths & pedestrian trails have been planned for new projects.

Program 1.D
The City shall encourage the use of, and programs for, electric vehicles, hybrids, bicycles and pedestrian facilities.

Responsible Agency: Public Utilities, Department, City Council
Schedule: Ongoing
Implementation Status - Active and ongoing.
Policy 2
Promote the integration of alternative energy systems, including but not limited to solar thermal, photovoltaic’s and other clean energy systems, directly into building design and construction.

Program 2.A
The City shall make available to residents, businesses, and the building industry information on commercially available conservation technologies, solar thermal and photovoltaic energy systems, fuel cell and other alternative energy technology. Building regulations and guidelines that provide for the safe and efficient installation of these systems shall also be provided.

Responsible Agency: Building Department, Community Development Department, Public Works Department

Schedule: 2006-2007, Ongoing

Implementation Status - Active and ongoing. Interconnection programs are still available for customers wishing to install “behind the meter” generation. However rebate funds have been exhausted.

Policy 3
Proactively support long-term strategies, as well as state and federal legislation and regulations, that assure affordable and reliable production and delivery of electrical power to the community.

Policy 4
Support public and private efforts to develop and operate alternative systems of wind, solar and other electrical production, which take advantage of local renewable resources.

Program 4.A
Support and facilitate the integration of co-generation and other on-site energy production and management systems into larger industrial, commercial and institutional operations in the City to enhance operational efficiencies, reliability, and to provide additional opportunities for local power production.

Responsible Agency: Public Works Department; Planning Department; Building Department

Schedule: Ongoing

Implementation Status - Active and Ongoing.

Policy 5
Assure a balance between the availability of mineral resources and the compatibility of land uses in areas where mineral resources are mined.

Program 5.A
The City shall monitor and regulate the safe and environmentally responsible extraction and recycling of significant mineral resources located within the planning area.

Responsible Agency: Community Development Department, Public Utilities Department

Schedule: Ongoing

Implementation Status – Not implemented.

Program 5.B
The City shall establish a formal relationship with the County Geologist or other qualified agency to monitor mineral resource operations under SMARA.

Responsible Agency: Planning Department, Riverside County Geologist.

Schedule: 2005-2006

Implementation Status – Completed.
<table>
<thead>
<tr>
<th>Program 5.C</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City shall strictly enforce the provisions of the existing mining</td>
</tr>
<tr>
<td>permit within City limits.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Code Compliance, Planning Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status</strong> – <em>Not completed.</em></td>
</tr>
</tbody>
</table>
Flooding and Hydrology Element (12 programs)

GOAL 1
A comprehensive system of flood control facilities and services effectively protecting lives and property.

Policy 1
Proactively plan and coordinate with other responsible agencies to upgrade the City's local and regional drainage system.

Program 1.A
Continued implementation of the recommendations of the 1994 RCFC Master Drainage Plan study.
Responsible Agency: Public Works Department, Planning Department
Schedule: Ongoing
Implementation Status – Ongoing.

Program 1.B
Capital Improvement Plans for drainage management and control shall be developed, updated and maintained and shall be based upon the Master Drainage Plan project descriptions.
Responsible Agencies: Public Works Department, Planning Department
Schedule: Ongoing
Implementation Status – Completed.

Program 1.C
Monitor and update the Master Plan of Drainage every five years to reflect changes in local and regional drainage and flood conditions.
Responsible Agencies: Public Works Department, Planning Department, Riverside County Flood Control District
Schedule: Ongoing
Implementation Status – ongoing, the County Flood District has prepared a master plan and is responsible for updates.

Program 1.D
Require all new development to complete on site drainage analysis and improvements, at their expense, as part of project development.
Responsible Agencies: Public Works Department, Planning Department
Schedule: Ongoing
Implementation Status – Ongoing, part of development process.

Policy 2
Major drainage facilities, including debris basins and flood control channels, shall be designed to maximize their use as multi-purpose recreational or open space sites, consistent with the functional requirements of these facilities.
Program 2.A
Coordinate and cooperate with RCFC in achieving multi-use agreements within flood control channels and designing safe, attractive recreational facilities that maintain the functional requirements of the drainage facilities.

**Responsible Agencies:** Public Works Department, Planning Department, RCFC

**Schedule:** Ongoing

**Implementation Status – Ongoing; through SP’s and other projects adjacent to Flood Control.**

Program 2.B
Work with RCFC to design drainage and flood control facilities that minimize negative aesthetic impacts and retain natural groundcover and vegetation to the greatest extent possible.

**Responsible Agencies:** Public Works Department, Planning Department, RCFC, US Army Corps of Engineers

**Schedule:** Ongoing

**Implementation Status – Ongoing; through entitlement process when designs are submitted for approval.**

Policy 3
The City Engineer shall continue to actively participate in regional flood control and drainage improvement efforts and to develop and implement mutually beneficial drainage plans.

Policy 4
The City shall cooperate in securing FEMA map amendments, recognizing the importance of redesignation of the 100-year flood plains within the City boundaries and sphere-of-influence as improvements are completed.

Program 4.A
In conjunction with the RCFC, the City shall coordinate and cooperate in the filing of appropriate FEMA application materials to incrementally secure amendments to the Flood Insurance Rate Maps for the City, consistent with existing and proposed improvements.

**Responsible Agencies:** Public Works Department, Planning Department, RCFC

**Schedule:** Ongoing

**Implementation Status – Ongoing.**

Policy 5
Pursue all credible sources of funding for local and regional drainage improvements needed for adequate flood control protection.

Program 5.A
Consider the establishment of Area Drainage Plans or Assessment Districts for purposes of funding necessary drainage improvements in particular geographic areas of the City.

**Responsible Agencies:** Public Works Department, Planning Department, Economic Development Agency, Developers

**Schedule:** Ongoing

**Implementation Status – Not yet completed.**

Program 5.B
Explore County funding, state funding under the Cobey-Alquist Flood Plain Management Act, other State programs, and federal funding options for local and area-wide flood control projects.

**Responsible Agencies:** Public Works Department, Planning Department, Economic Development, State; County
Schedule: Ongoing
Implementation Status – Ongoing.

Policy 6
All new development shall be required to incorporate adequate flood mitigation measures, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and the adequate siting of structures located within flood plains.

Program 6.A
Stormwater retention shall be enforced through the development review process and routine site inspection.

Responsible Agencies: Public Works Department, Planning Department

Schedule: Ongoing
Implementation Status – Ongoing; through grading approval process.

Policy 7
Assure that adequate, safe, all-weather crossing over drainage facilities and flood control channels are provided where necessary, and are maintained for passage during major storm events.

Program 7.A
Bridging of roadways within new development projects shall be the responsibility of the developer on whose project the bridge occurs, and shall be included as a condition of approval.

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

Schedule: Ongoing
Implementation Status – Ongoing; yes through approval process.

Program 7.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
Implementation Status - Ongoing.
# Geotechnical Element (7 programs)

## GOAL 1
Increased protection and safety of human life, land, and property from the effects of seismic and geotechnical hazards.

## Policy 1
The City shall establish and maintain an information database containing maps and other information which describe seismic and other geotechnical hazards occurring within the City boundaries, sphere-of-influence and planning area.

<table>
<thead>
<tr>
<th>Program 1.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consult and coordinate with surrounding communities, the California Division of Mines and Geology, Riverside County, other applicable state and federal agencies, and professional engineering geologists to establish, improve and routinely update the database.</td>
</tr>
<tr>
<td>Responsible Agency: Planning Department, California Division of Mines and Geology, Riverside County, Consulting Geologists</td>
</tr>
<tr>
<td>Schedule: 2005-2006; Continuous</td>
</tr>
<tr>
<td>Implementation Status – Continuous.</td>
</tr>
</tbody>
</table>

## Policy 2
In accordance with state law, all development proposals within designated Alquist-Priolo Earthquake Fault Zones shall be accompanied by appropriate geotechnical analysis.

<table>
<thead>
<tr>
<th>Program 2.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish a cooperative agreement with the County Geologist, State Geologist, contract state-certified geologist, or contract geological engineer to review and determine the adequacy of geotechnical and fault hazard studies prepared within the City.</td>
</tr>
<tr>
<td>Responsible Agency: City Engineer/Consulting Engineering Geologist</td>
</tr>
<tr>
<td>Schedule: 2005-2006, Ongoing</td>
</tr>
<tr>
<td>Implementation Status – Completed.</td>
</tr>
</tbody>
</table>

## Policy 3
Development in areas identified as being susceptible to slope instability shall be avoided unless adequately engineered to eliminate geotechnical hazards.

<table>
<thead>
<tr>
<th>Program 3.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City shall make available copies of the General Plan Slope Instability Susceptibility Map and discourage development within areas so designated, or require detailed geotechnical analysis and mitigation measures that reduce potential hazards to insignificant levels.</td>
</tr>
<tr>
<td>Responsible Agency: Planning Department, City Engineer/Consulting Engineering Geologist</td>
</tr>
<tr>
<td>Schedule: 2005-2006, Ongoing</td>
</tr>
<tr>
<td>Implementation Status – Ongoing, implemented through new grading ordinance.</td>
</tr>
</tbody>
</table>
**Policy 4**
To minimize the potential impacts of subsidence due to extraction of groundwater, the City shall actively support and participate in local and regional efforts at groundwater conservation and recharge.

<table>
<thead>
<tr>
<th>Program 4.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consult and coordinate with the City of Banning Public Utilities – Water Department, U.S. Geological Survey, and other appropriate agencies to routinely monitor groundwater levels and surface elevations in the City.</td>
</tr>
<tr>
<td>Responsible Agency: City of Banning Public Utilities – Water Department, U.S. Geological Survey</td>
</tr>
<tr>
<td>Schedule: Continuous</td>
</tr>
<tr>
<td>Implementation Status – Continuous.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program 4.B</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City shall encourage the preparation of, support and participate in, the study of the temporary surplus of the Beaumont Water Basin and its impact on subsidence.</td>
</tr>
<tr>
<td>Responsible Agency: Water Department, Beaumont/Cherry Valley Water District, San Gorgonio Pass Water Agency</td>
</tr>
<tr>
<td>Schedule: Ongoing</td>
</tr>
<tr>
<td>Implementation Status – On going.</td>
</tr>
</tbody>
</table>

**Policy 5**
The City shall coordinate and cooperate with public and quasi-public agencies to assure the continued functionality of major utility systems in the event of a major earthquake.

<table>
<thead>
<tr>
<th>Program 5.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain working relationships and strategies between the Public Works Department (wastewater and electric), utilities, and other appropriate agencies to strengthen or relocate utility facilities, and take other appropriate measures to safeguard major utility distribution systems.</td>
</tr>
<tr>
<td>Responsible Agency: Planning Department, Public Works Department, City Engineer, Public and Quasi-Public Utilities</td>
</tr>
<tr>
<td>Schedule: 2004-05; Ongoing</td>
</tr>
<tr>
<td>Implementation Status – Ongoing, through pre applications, development meetings and with PAC.</td>
</tr>
</tbody>
</table>

**Policy 6**
New septic tank leach fields, seepage pits, drainage facilities, and heavily irrigated areas shall be located away from structural foundations and supports to minimize the potential for localized collapse of soils.

<table>
<thead>
<tr>
<th>Program 6.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City shall require that development applications include plans indicating the location of leach fields, seepage pits, drainage facilities, and water-dependent landscaping so that City staff may evaluate the potential for ground saturation.</td>
</tr>
<tr>
<td>Responsible Agency: Planning Department, Building Department, City Engineer</td>
</tr>
<tr>
<td>Schedule: 2005-2006, Ongoing</td>
</tr>
<tr>
<td>Implementation Status – Through grading review, part of development review process.</td>
</tr>
</tbody>
</table>
### Hazardous and Toxic Materials Element (10 programs)

**GOAL 1**  
Maintain and promote measures to protect life and property from hazards resulting from human activities and development.

**Policy 1**  
The City shall continue to encourage research on potential and known hazards to public health and safety and make this information available to the general public, commercial interests, and governmental organizations.

**Policy 2**  
The City shall continue to conduct and participate in studies with other agencies to identify existing and potential hazards to public health and safety.

<table>
<thead>
<tr>
<th>Program 2.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain, coordinate, and update the location of hazardous spills as a result of accident or intentional action, and community evacuation plans.</td>
</tr>
<tr>
<td><strong>Responsible Agencies:</strong> Fire Department, Planning Department, County Health Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status:</strong> Ongoing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program 2.B</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Fire Department shall maintain a citywide Emergency Response Program, which provides for emergency services in the event of a hazardous spill or airborne release.</td>
</tr>
<tr>
<td><strong>Responsible Agencies:</strong> Fire Department, City Manager’s Office, County Health Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status:</strong> SIMS &amp; NEMS ongoing training</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program 2.C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coordinate with responsible agencies to assure enforcement of state and federal regulations for the testing and monitoring of underground fuel storage tanks for leakage.</td>
</tr>
<tr>
<td><strong>Responsible Agencies:</strong> Fire Department, state and federal EPA, County Health Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status:</strong> City is no longer a CUPA and County inspects all hazardous businesses within the City for compliance</td>
</tr>
</tbody>
</table>

**Policy 3**  
The City shall thoroughly evaluate development proposals for lands directly adjacent to sites known to be contaminated with hazardous or toxic materials, traversed by natural gas transmission lines or fuel lines, or sites that use potentially hazardous or toxic materials.

<table>
<thead>
<tr>
<th>Program 3.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consult with the County of Riverside Department of Health on a quarterly basis to identify existing and new hazardous waste sites within the General Plan study area.</td>
</tr>
<tr>
<td><strong>Responsible Agencies:</strong> Planning Department, Fire Department, County Health Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status:</strong> Ongoing</td>
</tr>
</tbody>
</table>
Program 3.B
A Conditional Use Permit shall be required for all new development that generates, transports, uses or stores significant amounts of hazardous materials.

**Responsible Agencies:** Planning Department

**Schedule:** Ongoing

**Implementation Status – Ongoing.**

Policy 4
Require and facilitate the adequate and timely cleanup of contaminated sites identified within the City of Banning and its sphere-of-influence.

Program 4.A
Coordinate with responsible county, state and federal agencies to activate cleanup procedures, and monitor the status of cleanup efforts on an ongoing basis.

**Responsible Agencies:** Planning Department, Fire Department, State and federal EPA, County Health Department, California Regional Water Quality Control Board

**Schedule:** Ongoing

**Implementation Status - Ongoing**

Policy 5
The City shall designate appropriate access routes to facilitate the transport of hazardous and toxic materials.

Program 5.A
Coordinate with the Fire Department, Police Department, neighboring jurisdictions, and other appropriate agencies to identify segments of highway or local roads that shall be restricted from transporting hazardous and toxic materials in order to preserve public safety.

**Responsible Agencies:** Planning Department, Fire Department, Police Department

**Schedule:** 2005-2006

**Implementation - Not yet completed.**

Program 5.B
Enforce roadway access restrictions and consider the implementation of fines or penalties for violations.

**Responsible Agencies:** Fire Department, Police Department

**Schedule:** 2005-2006

**Implementation Status - Not yet completed**

Policy 6
Continue to promote programs that encourage or educate the public in the proper handling and disposal of household hazardous waste or dangerous materials.

Program 6.A
Establish a Household Hazardous Waste program through the City’s solid waste contractor.

**Responsible Agencies:** City Manager’s office, solid waste contractor

**Schedule:** Ongoing

**Implementation Status - Ongoing.**

Policy 7
The City shall actively oppose plans to establish hazardous or toxic waste dumps, landfills, or industrial processes that may potentially adversely affect the City and its Sphere-of-Influence.
**Policy 8**
Maintain an inventory and information database, including mapping, of all major natural gas transmission lines and liquid fuel lines within the City limits and Sphere of Influence.

<table>
<thead>
<tr>
<th>Program 8.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City shall insure that location of all major natural gas transmission lines and liquid fuel lines that run through the City are clearly identified, that right-of-way and maintenance easements are maintained, and that all existing and proposed development are located a safe distance from these lines.</td>
</tr>
<tr>
<td><strong>Responsible Agencies:</strong> Building and Safety, Planning Department, Fire Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status – Ongoing.</strong></td>
</tr>
</tbody>
</table>
Housing Element (16 programs)

GOAL 1
Housing Opportunities - Provide a wide range of housing types to meet the existing and future needs of planning area residents.

Policy 1
Provide a variety of residential development opportunities in Banning, ranging from very low density to high density development as described in the Community Development Element and Plan Map in accordance with the Regional Housing Needs Assessment.

Program 1.A
The City, through planning and regulatory actions will designate adequate housing sites to meet its RHNA allocation for each income level (Objective 1,780 dwelling units through June 30, 2005 as follows: 481 very-low income, 289 low-income, 405 moderate-income and 605 above moderate income).

Responsible Agency: Community Development; City Council; Planning Commission

Schedule: January 1, 1998 – June 30, 2005

Implementation Status - The housing element update for 2006-2014 is in progress.

Program 1.B
City to assist Riverside County in advertising the shared housing program by placing program brochures in key locales throughout the community and contacting agencies serving seniors so they are aware of the program (Objective 10 roommate matches per year)

Responsible Agency: Community Development Department & Redevelopment Agency

Schedule: Current and Ongoing.

Implementation Status - Not implemented.

Policy 2
Encourage both the private and public sectors to produce or assist in the production of high quality housing to meet the needs of the handicapped, the elderly, large families, female-headed households and homeless.

Policy 3
Promote the development of low- and moderate-income, and senior citizen housing by allowing developers density bonuses or other financial incentives for providing units for low- and moderate-income residents. Provide rental assistance vouchers, as available, for some or all of the affordable units provided.

Program 3.A
Continue implementing “Density Bonuses and Other Incentives for Lower Income and Senior Housing”, and to annually evaluate the program to ensure the Density Bonuses and Other Incentives are effective in encouraging developers to include projects containing housing affordable to low- or moderate-income households.

Responsible Agency: Community Development Department & Redevelopment Agency

Schedule: Current and ongoing

Implementation Status – Developers are encouraged to take advantage of the housing density bonus and other city incentives.
**Program 3.B**
Participate in one bond-funded housing project for ownership housing and one for rental housing during the five-year period of this Housing Element. To achieve these objectives, Agency staff will do the following during 2001: meet with representative of Riverside County to determine interest in, and feasibility of issuing bonds; reach an agreement on the City/Agency's financial participation of a bond issuance is determined to be feasible; promote the availability of the bond financing within the local development community to generate interest in using this resource to develop affordable housing units meeting bond program requirements; and refer interested developers to Riverside County for participation in the program.

**Responsible Agency:** Community Development Department & Redevelopment Agency  
**Schedule:** One project each in 2003 and 2004  
**Implementation Status:** Not implemented.

**Program 3.C**
The City of Banning will maintain its cooperative agreement with the County for the mortgage credit certificate program and should assist the County in advertising the program through distribution of program brochures to local realtors and residential sales offices.

**Responsible Agency:** Community Development Department & Redevelopment Agency  
**Schedule:** Current and ongoing  
**Implementation Status:** Ongoing.

**Program 3.D**
Establish ongoing working relationship with at least one nonprofit organization to administer housing programs and/or affordable housing developments.

**Responsible Agency:** Community Development Department & Redevelopment Agency  
**Schedule:** Meet with non-profits organizations by June 2001 and establish partnerships by December 2001  
**Implementation Status:** Ongoing.

**Program 3.E**
The City can facilitate use of Section 8 program by encouraging apartment owners to list available rental units with the County Housing Authority for potential occupancy by tenants receiving Section 8 certificates.

**Responsible Agency:** Community Development Department & Redevelopment Agency  
**Schedule:** Current and ongoing  
**Implementation Status:** Ongoing.

**Policy 4:**
Require that housing constructed expressly for low- and moderate-income households not be concentrated in any single portion of the City.

**Policy 5:**
Continue to coordinate with local social service providers, such as HELP, to address the needs of the City's homeless population. Permit the development of emergency shelters in commercial and industrial zones, and transitional housing in residential zones in locations close to services, subject to a Conditional Use Permit.

**Program 5.A**
Designation of specific zones in which emergency and transitional facilities will be permitted.

**Responsible Agency:** Community Development Department & Redevelopment Agency
Policy 6: Encourage the development of residential units which are accessible to handicapped persons or are adaptable for conversion to residential use by handicapped persons.

Policy 7: Locate higher density residential development in close proximity to public transportation, services and recreation.

Policy 8: Permit the development of childcare facilities concurrent with new housing development.

Policy 9: Monitor all regulations, ordinances, departmental processing procedures and fees related to the rehabilitation and/or construction of dwelling units to assess their impact on housing costs.

Program 9.A
The City will provide a one-stop process for a developer with an affordable housing project. An interagency approval process system will be established to include the City Planning, Building, Public Works and Fire Departments. A designated individual within the Planning Department will act as the project manager, or liaison, for the participating City departments and the applicant. A timeframe with milestones for development approval will be established for each project to ensure processing in a timely manner. The City will also prepare a permit handbook that explains the permits process and application requirements.

Responsible Agency: Community Development Department & Redevelopment Agency
Schedule: December 2001
Implementation Status – One-stop process is implemented and is for all projects, including affordable housing.

Program 9.B
Maintain development fees at a level commensurate with the services and facilities needed to meet community standards

Responsible Agency: Community Development Department & Redevelopment Agency
Schedule: Current and ongoing
Implementation Status – Development fees, along with Citywide fees are currently being reviewed.

Program 9.C
Improve permit processing efficiency and reduce permit processing time.

Responsible Agency: Community Development Department & Redevelopment Agency
Schedule: December 2001
Implementation Status - Active and ongoing process as part of Permit Streamlining Act.

Policy 10:
Encourage the use of energy conservation devices and passive design concepts which make use of the natural climate to increase energy efficiency and reduce housing costs.

Policy 11:
Provide opportunities for move-up housing in Banning.

GOAL 2

Maintenance and Preservation – Enhance the quality of existing residential neighborhoods in Banning.
Policy 1:
Correct housing deficiencies through the development of a residential rehabilitation program.

Program 1.A
Administer a Home Improvement Program to provide loans to eligible lower income families for necessary home repair and rehabilitation work, including room additions to alleviate overcrowding. Rehabilitate 15 dwelling units per year (75 over 5 years)

 Responsible Agency: Community Development Department & Redevelopment Agency
 Schedule: Current and ongoing; Rehabilitate 15 dwelling units per year (75 over 5 years)
 Implementation Status – Active and ongoing.

Policy 2:
Continue to utilize the City's code enforcement program to bring substandard units into compliance with City codes and to improve overall housing conditions in Banning.

Program 2.A
The City will continue its sensitive enforcement of residential Building codes, and will inform property owners in violation of City codes of any rehabilitation assistance he/she may be eligible for in correcting code violations. To implement this Program, the City will fund a half-time position for a Neighborhood Code Enforcement Officer.

 Responsible Agency: Community Development Department & Code Enforcement
 Schedule: Establish a 2-year Pilot Program by FY 2001/02; Status report to Council by July 1, 2003 evaluating program.
 Implementation Status: Ongoing.

Policy 3:
Minimize the displacement impacts occurring as a result of residential demolition.

Policy 4:
Promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality.

Program 4.A
The Redevelopment Agency will purchase abandoned homes and provide necessary rehabilitation. This program was formerly administered in conjunction with the Banning Partners for a Revitalized Community, which is no longer active. A new program, along the same lines, had been administered by the Banning Redevelopment Agency. The Redevelopment Agency and HUD have purchased four homes to restore and are currently looking for a non-profit agency to partner to start

 Responsible Agency: Community Development Department & Code Enforcement
 Schedule: Current and ongoing; Rehabilitate 5 dwelling units per year (25 over 5 years)
 Implementation Status – Ongoing through contract with Habitat for Humanity.

Policy 5:
Encourage the use of rehabilitation funds for room additions to alleviate overcrowding, and for accessibility improvements to address the needs of the handicapped.

Policy 6:
Educate property owners on the benefits of home repair and remodeling using design and materials consistent with the historic character of the residence.
GOAL 3

Environmental Sensitivity - Ensure that new housing is sensitive to existing development as well as the natural environment.

Policy 1:
Ensure that multi-family development is compatible in design with single-family residential areas.

Policy 2:
Regularly examine new residential construction methods and materials, and upgrade the City’s residential building standards as appropriate.

Policy 3:
Prohibit new residential development to front on major arterial highways without adequate setbacks and buffering.

Policy 4:
Prohibit housing development in areas subject to significant geologic, flooding, blow sand, noise and fire hazards.

Policy 5:
Accommodate new residential development which is coordinated with the provision of infrastructure and public services.

Program 5.A
The City will continue to use the Design Review Process to evaluate site suitability. Under design review criteria, housing should be located on sites that are physically adequate and environmentally suitable for such development and compatible with existing nearby development. These criteria will provide a yardstick for the City to identify and evaluate potential sites for environmentally sound housings.

| Responsible Agency: Community Development Department & Redevelopment Agency |
| Schedule: Current and ongoing. |
| Implementation Status – New infill housing is encouraged in developed areas of town to make use of current infrastructure. |

Policy 6: Encourage the use of energy conservation devices and passive design concepts which make use of the natural climate to increase energy efficiency and reduce housing

GOAL 4

Fair Housing – Promote equal opportunity for all residents to reside in the housing of their choice.

Policy 1:
Affirm a positive action posture which will assure that unrestricted access is available to the community.

Policy 2:
Prohibit practices which restrict housing choice by arbitrarily directing prospective buyers and renters to certain neighborhoods or types of housing.
**Policy 3:**
Continue support and participation in the Riverside County New Horizons' Fair Housing Program to further spatial de-concentration and fair housing practices.

<table>
<thead>
<tr>
<th>Program 3.A</th>
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<tbody>
<tr>
<td>Promote equal housing opportunity; educate the public, real estate industry representatives, lenders, and property owners on fair housing requirements; promptly refer and resolve fair housing disputes.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Community Development Department &amp; Redevelopment Agency</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Current and ongoing.</td>
</tr>
<tr>
<td><strong>Implementation Status – Ongoing.</strong></td>
</tr>
</tbody>
</table>
Land Use Element (17 programs)

GOAL 1

A balanced, well planned community including businesses which provides a functional pattern of land uses and enhances the quality of life for all Banning residents.

Policy 1
The City maintain a land use map which assures a balance of residential, commercial, industrial open space and public lands.

Program 1.A
The city shall annually monitor the remaining capacity of all General Plan land use categories and recommend changes to the City Council as needed.

**Responsible Agency:** Planning Department, Planning Commission

**Schedule:** 2005-2006, Annually thereafter

**Implementation Status – Ongoing.**

Program 1.B
The City’s Zoning Ordinance shall directly correspond to General Plan land use designations, and shall be kept consistent with the General Plan.

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

**Schedule:** 2005-2006, Annually thereafter

**Implementation Status – Ongoing.**

Policy 2
The Planning, Public Works and Economic Development staffs shall be closely coordinated, to assure efficient and cost effective processing of applications.

Program 2.A
The City shall develop a Fast Track application process for projects which enhance the City’s economic development. Procedures and timelines shall be provided to qualifying project applicants in writing.

**Responsible Agency:** Planning Department, Public Works, Economic Development staff, Redevelopment Agency, City Manager’s Office

**Schedule:** 2005-2006

**Implementation Status – Ongoing and complies with Permit Streamlining Act.**

Policy 3
Development in all land use categories shall be of the highest quality.

Program 3.A
The Zoning Ordinance shall include design standards and guidelines which assist the development community in developing high quality projects.

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

**Schedule:** 2005-2006

**Implementation Status – Completed.**
Policy 4
Specific Plans shall be required for projects proposing one or more of the following:

a. More than one residential land use designation;
b. A combination of residential, recreational, commercial and/or industrial land use designation; or
c. Extension of infrastructure (water, sewer and roadways) into an area where these do not exist.

Policy 5
All land use proposals shall be consistent with the goals, policies and programs of this General Plan, and with the Zoning Ordinance.

Policy 6
The City shall implement a program for Art in Public Places.

<table>
<thead>
<tr>
<th>Program 6.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>An Art in Public Places Ordinance shall be prepared and incorporated into the Municipal Code.</td>
</tr>
<tr>
<td>Responsible Agency: Community Services Department, Planning Department, Planning Commission, City Council.</td>
</tr>
<tr>
<td>Schedule: 2005-2006</td>
</tr>
<tr>
<td>Implementation Status – Art in Public Places is currently required as part of new development in Downtown Commercial zoning district. The details of what the Art in Public Places entails is still to be developed.</td>
</tr>
</tbody>
</table>

Residential Goals, Policies and Programs:

GOAL 1
Preserve and enhance the City’s neighborhoods.

GOAL 2
A broad range of housing types to fill the needs of the City’s current and future residents.

Policy 1
The land use map shall provide a range of housing densities while considering land use compatibility with non-residential land uses.

Policy 2
Projects adjacent to existing neighborhoods shall be carefully reviewed to assure that neighborhood character is protected.

Policy 3
Density transfers resulting in a 50% increase in density shall be permitted in the Residential/Agriculture-Hillside and Rural Residential-Hillside land use designations.

Policy 4
The City’s Zoning Ordinance shall include design standards and guidelines which encourage high quality residential development.
Program 4.A
Design standards and guidelines shall be included in all residential zoning categories.

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

**Schedule:** 2005-2006

**Implementation Status – Standards and guidelines contained in zoning ordinance.**

**Policy 5**
The City shall complete Specific Neighborhood Plans when requested by the neighborhood.

Program 5.A
Develop and implement an outreach program and outline of parameters for Neighborhood Plans.

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

**Schedule:** 2006-2007; As requested by neighborhoods

**Implementation Status – Ongoing.**

**Policy 6**
The Zoning Ordinance shall include principles, standards and guidelines which allow for creative and flexible design of residential projects, including clustered housing, narrowed local streets, trails, parks and plazas.

**Policy 7**
The Zoning Ordinance shall include principles, standards and guidelines which provide for high quality, high density mixed use residential development, in the Downtown Commercial zoning designation.

**Policy 8**
The City will participate in a Community Plan for the Banning Bench with Riverside County and the Banning Bench Community of Interest. Specific development proposals will continue to be processed during its preparation.

Program 8.A
Negotiate with the Banning Bench Community of Interest as part of the Master Plan for either inclusion in the City’s Sphere of Influence or annexation.

**Responsible Agency:** City Council, Community of Interest

**Schedule:** 2005-2006

**Implementation Status – Not yet completed.**

**Commercial Goals, Policies and Programs:**

**GOAL 1 - Commercial**

Complementary commercial uses which meet the needs of the City’s residents, increase the City’s revenues, and provide a range of employment opportunities.

**GOAL 2 - Industrial**

A balanced mix of non-polluting industrial land uses which provide local jobs for the City’s residents.

**Policy 1**
The land use map shall include sufficient commercial lands to provide a broad range of products and services to the City and region, while carefully considering compatibility with adjacent residential lands.
Policy 2
In coordination with the Economic Development Element, the City shall maintain market information, including information on the City’s identified service needs, potential sites, Fast Track System and provide information on those sites to the development community.

Program 2.A
Develop and maintain an inventory of potential commercial sites, including lands which may require consolidation, and demographic information for use by the Economic Development staff in attracting new businesses to the City.

Responsible Agency: Economic Development staff, Planning Department, City Manager’s Office
Schedule: 2005-2006
Implementation Status – In progress.

Program 2.B
The Redevelopment Agency shall consider land purchases which allow for the consolidation of smaller, under-utilized commercial sites into larger and more usable parcels, to be marketed to the development community.

Responsible Agency: Redevelopment Agency
Schedule: Ongoing as lands are identified
Implementation Status – Ongoing.

Policy 3
The Zoning Ordinance shall include principles, design standards and guidelines which encourage the development of high quality commercial projects.

Policy 4
The Zoning Ordinance shall include principles, design standards and guidelines, based on the Downtown Design Charette, which provide for high quality, pedestrian oriented retail development in the Downtown Commercial zoning designation.

Policy 5
The City shall coordinate with the Banning Unified, the Beaumont Unified School Districts and the Mount San Jacinto Community College to provide vocational education to support commercial and industrial businesses in the City and surrounding areas.

Policy 6
The City shall develop and implement a community identification program, including monument signage, directional signs, etc. which provide attractive entry statements for the City, and which direct visitors to local points of interest.

Policy 7
The land use map shall include sufficient industrial lands for manufacturing, warehousing and distribution, while carefully considering compatibility with adjacent lands.

Policy 8
Industrial lands shall be located on major roadways with good access to Interstate 10, to assure that potential traffic impacts associated with tractor-trailers are minimized.
Policy 9
The Redevelopment Agency will consider purchases of residential properties occurring in the industrial land use designations when they are put up for sale.

<table>
<thead>
<tr>
<th>Program 9.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish contacts in the real estate community to be notified of residential properties for sale in the industrial areas, and consider purchases when appropriate.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Responsible Agency:</th>
<th>Redevelopment Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule:</td>
<td>Ongoing as properties become available</td>
</tr>
<tr>
<td>Implementation Status – Ongoing.</td>
<td></td>
</tr>
</tbody>
</table>

Policy 10
The Zoning Ordinance shall include principles, design standards and guidelines which encourage the development of high quality industrial projects.

Policy 11
Industrial campuses and master planned projects are encouraged.

Policy 12
The City shall coordinate with developers and the Railroad to secure railroad spurs.

Policy 13
The City shall adequately regulate sand and gravel operations to assure that their impacts to surrounding development is minimized.

<table>
<thead>
<tr>
<th>Program 13.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City shall establish a formal relationship with the County Geologist or other qualified agency to monitor mineral resource operations under the State Mining and Reclamation Act (SMARA).</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Responsible Agency:</th>
<th>Planning Department, Riverside County Geologist</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule:</td>
<td>2005-2006</td>
</tr>
<tr>
<td>Implementation Status – Formal relationship is established and ongoing.</td>
<td></td>
</tr>
</tbody>
</table>

Public Facilities Goals, Policies and Programs:

GOAL 1
Sufficient and appropriately located public facilities to serve the needs of the City’s residents, businesses and visitors.

Policy 1
The City shall take a leadership role with all providers of public services in the community to assure they provide adequate and quality levels of service based on future demands.

<table>
<thead>
<tr>
<th>Program 1.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City shall take a leadership role with the various public and private providers responsible for schools, fire, health and other providers.</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Responsible Agency:</th>
<th>Planning Department, City Manager’s Office, City Council, Fire Department, Banning and Beaumont Unified School Districts, County of Riverside, San Gorgonio Memorial Hospital</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule:</td>
<td>Quarterly</td>
</tr>
<tr>
<td>Implementation Status - The Fire Department master plan for expansion based on community growth was approved by the City Council and is continually re-evaluated. The Fire Department has</td>
<td></td>
</tr>
</tbody>
</table>
been working with the Finance Department to develop a plan for Fire and Police Community Funding districts in new developments.

**Policy 2**  
The City shall review projects, particularly those which propose master planned communities, to assure that public facilities are provided to meet the needs of the project and the surrounding area.

<table>
<thead>
<tr>
<th><strong>Program 2.A</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The City shall, where appropriate, regulate the location of public facilities through conditions of approval.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department, Public Works Department, Planning Commission, City Council</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status – Ongoing through conditions of approval.</strong></td>
</tr>
</tbody>
</table>

**Open Space Goals, policies and Programs:**

**GOAL 1**  
The conservation and management of open space areas to provide recreational opportunities and protect important resources in perpetuity.

**Policy 1**  
Lands preserved through conservation easements, acquired by private or public agencies, or dedicated for open space shall be designated for the appropriate Open Space land use category on the land use map as they are preserved.

<table>
<thead>
<tr>
<th><strong>Program 1 A</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Review development proposals adjacent to designated open space lands and assure that land uses are compatible, and buffers provided when necessary.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department, Public Works Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status – Ongoing.</strong></td>
</tr>
</tbody>
</table>

**Policy 2**  
The City shall proactively coordinate with private and public agencies so that lands available for conservation are dedicated appropriately to assure their management in perpetuity.

<table>
<thead>
<tr>
<th><strong>Program 2.A</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The City shall coordinate with land owners and private and public agencies to the greatest extent possible to assure that lands proposed for open space either through donation or purchase are conveyed to the appropriate management agency.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department, City Manager’s Office, County of Riverside, State and Federal Agencies, Land Conservation Agencies</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status – Ongoing.</strong></td>
</tr>
</tbody>
</table>
Policy 3
The City of Banning shall protect the peaks and ridgelines within the City, and encourage coordination with adjacent jurisdictions to protect the peaks and ridgelines within the City’s area of influence, to protect the historic visual quality of the hillside areas and natural features of the Pass area.

<table>
<thead>
<tr>
<th>Program 3.A</th>
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</thead>
<tbody>
<tr>
<td>The City shall investigate and implement actions and regulations that facilitate hillside development that is compatible with the natural characteristics of the terrain while protecting the significant view sheds, and natural hillside features such as topography, natural drainage, vegetation, wildlife habitats, movement corridors etc.</td>
</tr>
</tbody>
</table>

**Responsible Agency:** City Council, City Manager’s Office, Planning Department, Public Works Department, City of Beaumont, County of Riverside, Morongo Band of Mission Indians

**Schedule:** 2005-2006, Ongoing

**Implementation Status – Grading ordinance adopted. Implementation is ongoing.**
Noise Element (10 programs)

GOAL 1

A noise environment that complements the community’s residential character and its land uses.

Policy 1
The City shall protect noise sensitive land uses, including residential neighborhoods, schools, hospitals, libraries, churches, resorts and community open space, from potentially significant sources of community noise.

<table>
<thead>
<tr>
<th>Program 1.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City shall require building setbacks, the installation of wall and window insulation, soundwalls, earthen berms, and/or other mitigation measures in areas exceeding the City’s noise limit standards for private development projects as they occur.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status – Ongoing through land development review process.</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program 1.B</th>
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</thead>
<tbody>
<tr>
<td>The City shall maintain and enforce its Noise Control Ordinances that establish community-wide noise standards and identify measures designed to resolve noise complaints.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department, Code Enforcement, Police Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status - Ongoing through land development review process.</strong></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Program 1.C</th>
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</thead>
<tbody>
<tr>
<td>The City shall use the development review process to assure the use of buffers between sensitive receptors and incompatible land uses.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department, Planning Commission, City Council</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status - Ongoing through land development review process.</strong></td>
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</table>

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<thead>
<tr>
<th>Program 1.D</th>
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<tbody>
<tr>
<td>The City shall require that commercial compactors, loading zones, and large trash bins be located at a sufficient distance from residential properties to reduce noise impacts to its acceptable standard.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Continuous</td>
</tr>
<tr>
<td><strong>Implementation Status - Ongoing through land development review process.</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Program 1.E</th>
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<tbody>
<tr>
<td>The City shall purchase, maintain and operate its own noise monitoring equipment.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Code Enforcement</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2006-2007, Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status – Equipment is older prior to 2006 and needs to be updated.</strong></td>
</tr>
</tbody>
</table>
Policy 2
The relationship between land use designations in the Land Use Element and changes in the circulation pattern of the City, as well as individual developments, shall be monitored and mitigated.

Program 2.A
The City shall develop guidelines and minimal criteria requirements for noise analyses for proposed development projects. Studies shall evaluate project impacts and the effectiveness of proposed mitigation measures.

Responsible Agency: Planning Department, Public Works Department
Schedule: July 1, 2005; every five years.
Implementation Status – Ongoing through land development review process and through the building code standards.

Program 2.B
The City shall periodically review and amend the Land Use Map to assure reasonable land use/noise level compatibility.

Responsible Agency: Planning Department
Schedule: Annually
Implementation Status – Ongoing.

Policy 3
Private sector project proposals shall include measures that assure that noise exposures levels comply with State of California noise insulation standards as defined in Title 25 (California Noise Insulation Standards) and/or Banning Ordinances 1138 and 1234, whichever is more restrictive.

Policy 4
The City shall maintain a General Plan Circulation Map and assure low levels of traffic within neighborhoods by assigning truck routes to major roadways only.

Program 4.A
The City shall review designated primary truck routes and ensure they are clearly marked throughout the community. Except for traffic providing location-specific services and deliveries, construction trucks and delivery trucks shall be limited to designated truck routes, including: Ramsey Street, and those portions of Lincoln Street, Highland Springs Avenue, Hathaway Street, Sunset Avenue, Eighth Street, San Gorgonio Avenue and Hargrave Street so designated.

Responsible Agency: Public Works Department, City Engineer
Schedule: Annually
Implementation Status – Not yet implemented

Program 4.B
The City shall discourage development projects that result in through-traffic in residential neighborhoods.

Responsible Agency: Planning Department, Planning Commission, City Council
Schedule: Ongoing
Implementation Status - Ongoing through land development review process.

Policy 5
The City shall ensure that flight paths and airport improvements adhere to all local, state and federal noise regulations.
Policy 6
All development proposals within the noise impact area of the Interstate and the railroad shall mitigate both noise levels and vibration to acceptable levels through the preparation of focused studies and analysis in the development review and environmental review process.

Policy 7
The City shall coordinate with adjoining jurisdictions to assure noise-compatible land uses across jurisdictional boundaries.

Policy 8
The City shall impose and integrate special design features into proposed development that minimize impacts associated with the operation of air conditioning and heating equipment, on-site traffic, and use of parking, loading and trash storage facilities.

Policy 9
The City shall support development that results in grade separated railroad tracks.

Program 9.A
The City shall assure that new development and project expansions pay their fair share toward grade separations based on their impacts.

Responsible Agency: Planning Department, City Engineer
Schedule: Ongoing
Implementation Status - Ongoing through land development review process.
Open Space and Conservation Element (7 programs)

GOAL 1

Open space and conservation lands that are preserved and managed in perpetuity for the protection of environmental resources or hazards, and the provision of enhanced recreational opportunities and scenic qualities in the City.

GOAL 2

A balance between the City’s built and open space environment and local and regional protection and preservation of its unique environment.

Policy 1

Identify and assess lands in the City, its sphere-of-influence and planning area, that are suitable for preservation as public or private, passive or active open space.

Program 1.A

The City shall maintain and use Open Space land use designations on the General Plan Land Use Map.

Responsible Agency: Planning Department, Community Services Department.

Schedule: 2005-2006

Implementation Status – Ongoing, private open space & public parks have been set aside through the Specific Plan process that requires minimum public land set aside.

Program 1.B

Environmental hazard zones, including earthquake fault lines, floodways and floodplains, steep or unstable slopes, shall be designated as open space on the land use map.

Responsible Agency: Planning Department

Schedule: 2005-2006

Implementation Status – These have been identified in the General Plan and no development is permitted in these areas of concern.

Program 1.C

Lands on which cultural resources are identified may be preserved as Open Space

Responsible Agency: Planning Department

Schedule: Ongoing

Implementation Status – The St. Boniface Cemetery has been set aside. This is actively monitored through the CEQA process as part of land development.

Program 1.D

Inventory the costs of land acquisition, maintenance and other administrative functions, and encourage the transfer of public open space and conservation properties to existing land trusts for local property management.

Responsible Agency: Planning Department, City Council.

Schedule: 2005-2006, Update every two years.

Implementation Status – No progress to date.
**Policy 2**
The City shall protect natural hillsides above the toe of slope in perpetuity as undeveloped open space, and shall provide specific parameters under which development can occur within the Rural Residential – Hillside and Ranch/Agriculture Residential – Hillside land use designations. For purposes of this General Plan, the toe of slope is defined as the dividing line between rock formations where there is a noticeable break in the angle of slope from steep to shallow.

**Program 2.A**
The Zoning Ordinance shall be amended to include detailed provisions for the preservation of natural hillsides above the toe of slope. These provisions shall include, but not be limited to, density transfers from hillside areas to developable areas within the same parcel, building prohibitions for lands with grades exceeding 25%, permitted uses and building standards for developable areas in these hillsides, and grading parameters in these hillsides.

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

**Schedule:** 2005-2006

**Implementation Status** – Active and ongoing to comply with the Grading Ordinance that was adopted by the City Council on July 14, 2009.

**Program 2.B**
The City shall seek recreational usage of desirable hillside lands currently owned by public agencies, such as the Bureau of Land Management, the United States Forest Service or the County of Riverside; and shall secure open space lands from private entities by negotiating public access provisions and/or establishing a density transfer program.

**Responsible Agency:** City Manager’s Office, Planning Department, City Council

**Schedule:** 2006-2007; Ongoing

**Implementation Status** – No progress to date.

**Policy 3**
Ridgelines shall be preserved as permanent open space.

**Policy 4**
The City shall preserve all watercourses and washes necessary for regional flood control, ground water recharge areas and drainage for open space and recreational purposes.

**Policy 5**
The City shall preserve permanent open space edges or greenbelts that define the physical limits of the City and provide physical separation between adjoining neighborhoods.

**Program 5.A**
The Land Use Map and Zoning Ordinance shall regulate development at the boundaries of the planning area to assure the preservation of a well-defined, functional or visual edge.

**Responsible Agency:** Planning Department.

**Schedule:** 2005-2006

**Implementation Status** – Ongoing as part of land development review process.

**Policy 6**
Where practical, new development shall integrate pipeline, above- and under-ground utility corridors and other easements (including electric, cable and telephone distribution lines) into a functional open space network.
Policy 7
Drought tolerant landscaping materials and design features shall be incorporated into parks, roadway medians, common area landscaping, public facilities and other appropriate open space lands to retain and preserve the natural environment.
Parks and Recreation Element (26 programs)

GOAL 1
A high quality public park system with adequate land and facilities to provide recreational facilities and activities for the City’s residents.

GOAL 2
A comprehensive bikeway, trail and walking path system that connects homes to work places, commercial venues and recreational facilities, and which enhances the safety and enjoyment of cyclists, equestrians and pedestrians.

Policy 1
Update the Master Parks and Recreation Plan so as to assure adequate parklands and facilities that meet the immediate and future needs of the community, and is complementary to the natural environment.

Program 1.A
Update the City’s parks master plan to address the proposed and anticipated parks and recreational facilities to be developed within the City.

**Responsible Agency:** Community Services Department, Public Works Department, Parks and Recreation Advisory Committee, Planning Commission

**Schedule:** 2005-2006, then every five years

**Implementation Status – Park Master Plan to be adopted by the City Council on February 22, 2011.**

Program 1.B
The parks master plan shall maintain a standard of 5 acres of parkland per 1,000 residents.

**Responsible Agency:** Community Services Department, Parks and Recreation Advisory Committee

**Schedule:** Ongoing

**Implementation Status – Standard established in the General Plan and the Parks Master Plan.**

Program 1.C
Include dog parks, tennis courts and golf facilities in Parks Master Planning updates.

**Responsible Agency:** Community Services Department, Parks and Recreation Advisory Committee

**Schedule:** Ongoing

**Implementation Status – Addressed in the Parks Master Plan.**

Policy 2
The City will distribute parks and recreation facilities in a manner that is convenient to City neighborhoods and balanced within population concentrations.

Program 2.A
The location and design of neighborhood parks shall consider neighborhood suggestions and input regarding facility needs, vehicular and pedestrian access, noise and lighting impacts, and public safety.

**Responsible Agency:** Community Services Department; Public Works Department; Parks and Recreation Advisory Committee.

**Schedule:** Ongoing.

**Implementation Status – Active policy, ongoing as developments occur.**

Program 2.B
City staff shall identify and prioritize park development projects based upon need, land availability, neighborhood suggestions and funding, and shall encourage the planting of trees as in parks and open spaces.

**Responsible Agency:** Community Services Department; Public Works Department; Parks and Recreation Advisory Committee

**Schedule:** Ongoing.

**Implementation Status:** Ongoing. Park projects are reviewed as part of land development review process.

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**Program 2.C**

Investigate and identify the broad range of sources of financing and operating revenue, including Development Impact Fees, Mello Roos special districts, public/private ventures, state and federal grant opportunities, developer fees and inter-agency joint use agreements to supplement revenues collected for parks and recreation purposes.

**Responsible Agency:** City Manager’s Office; Parks and Recreation Division; Community Services Department; Banning and Beaumont Unified School Districts

**Schedule:** Ongoing

**Implementation Status:** Under discussion internally.

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**Program 2.D**

Investigate and identify sources of development financing and revenue, including charitable organizations, state and federal grant opportunities to supplement revenues collected for development of parks and recreation facilities and programs.

**Responsible Agency:** City Manager’s Office; Parks and Recreation Division; Community Services Department

**Schedule:** Ongoing

**Implementation Status:** Ongoing.

---

**Program 2.E**

The City will consider the implementation of a Quimby Ordinance for the purchase of park lands for new developments as they occur.

**Responsible Agency:** Parks and Recreation Division; Community Services Department, City Council

**Schedule:** 2005-2006

**Implementation Status:** Not implemented.

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**Policy 3**

Require developers of new residential projects to provide on-site recreational and/or open space facilities in addition to City-wide park requirements.

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**Program 3.A**

Encourage the planting of trees in parks and open spaces.

**Responsible Agency:** Community Services Department

**Schedule:** Ongoing

**Implementation Status:** Ongoing.

---

**Program 3.B**

Recreation facilities within projects will be maintained by the residents within the project either through a homeowners’ association, assessment district or community facilities district.

**Responsible Agency:** Community Services Department
Policy 4
Encourage the development of recreational programs and activities that serve all population segments, including children, the elderly and the disabled.

Program 4.A
Develop a community education program for the City’s parks and recreation facilities which focuses on the sense of community which parks and recreation facilities can foster.

_Responsibility Agency:_ Parks and Recreation Division; Community Services Department

_Schedule:_ 2005-2006, Annually

_Implementation Status – Ongoing._

Program 4.B
Develop advertising and publicity programs for recreational programs and events to encourage participation.

_Responsibility Agency:_ Community Services Department; Public Works Department; Parks and Recreation Advisory Committee

_Schedule:_ Annually

_Implementation Status – Ongoing._

Program 4.C
Develop and distribute educational materials relating to the planting and maintenance of drought tolerant landscaping on private property.

_Responsibility Agency:_ Community Services Department; Public Works Department; Parks and Recreation Advisory Committee

_Schedule:_ 2006-2007

_Implementation Status – Ongoing and active and is part of the City’s Landscape Design Guidelines._

Policy 5
The City shall consider alternative methods of providing park and recreational amenities to meet future population demands.

Program 5.A
Support the development of private recreational ventures that will serve the general population.

_Responsibility Agency:_ Planning Department; Community Services Department; Economic Development Department

_Schedule:_ Ongoing

_Implementation Status – Addressed in the Parks Master Plan._

Program 5.B
Develop a program by which the City can accept parkland gifts and dedications that would be beneficial to the community.

_Responsibility Agency:_ City Attorney; Planning Department; City Council

_Schedule:_ 2005-2006

_Implementation Status – Addressed in the Parks Master Plan._

Program 5.C
Develop a program that establishes public participation in tree or landscaping planting efforts to
commemorate special civic occasions.

**Responsible Agency:** Community Services Department; Public Works Department; Parks and Recreation Advisory Committee

**Schedule:** 2006-2007

**Implementation Status** – Ongoing, Sun Lakes public tree planting.

**Policy 6**
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.

<table>
<thead>
<tr>
<th><strong>Program 6.A</strong></th>
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<tbody>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>

**Responsible Agency:** Planning Department; Engineering Division; Public Works Department; Planning Commission; City Council

**Schedule:** 2005-2006.

**Implementation Status** – Not completed and it is addressed in the Parks Master Plan.

<table>
<thead>
<tr>
<th><strong>Program 6.B</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>

**Responsible Agency:** Engineering Division; Public Works Department

**Schedule:** 2005-2006, Ongoing

**Implementation Status** – Not completed and it is addressed in the Parks Master Plan.

<table>
<thead>
<tr>
<th><strong>Program 6.C</strong></th>
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<tbody>
<tr>
<td>Class II bikeways and sidewalks should be designated on all existing arterial streets that have sufficient width to safely accommodate bicycle travel lanes.</td>
</tr>
</tbody>
</table>

**Responsible Agency:** Planning Department; Engineering Division; Public Works Department

**Schedule:** 2005-2006.

**Implementation Status** – Not completed and it is addressed in the Parks Master Plan.

<table>
<thead>
<tr>
<th><strong>Program 6.D</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The City should designate Class III bikeways only where Class I and Class II facilities are not feasible.</td>
</tr>
</tbody>
</table>

**Responsible Agency:** Planning Department; Public Works Department

**Schedule:** Continuous.

**Implementation Status** – Not completed and it is addressed in the Parks Master Plan.

**Policy 7**
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 8**
The City shall provide for a comprehensive, interconnected recreational trails system suitable for bicycles, equestrians and/or pedestrians.
### Program 8.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:** 2005-2006.

**Implementation Status – Ongoing, requirement.**

### Program 8.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:** 2005-2006.

**Implementation Status - Included in the adopted Parks Master Plan.**

### Program 8.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

**Implementation Status – Ongoing.**

### Policy 9
Motorized vehicles shall be prohibited on City trails.

### Program 9.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

**Implementation Status – Included in the adopted Parks Master Plan.**

### Program 9.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

**Implementation Status – Ongoing as part of land development review process.**

### Program 9.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

**Implementation Status – Not yet completed.**
Police and Fire Protection Element (5 programs)

GOAL 1
The highest possible quality and level of service for fire and police protection to preserve and protect the health, welfare and property of residents, business owners, visitors and property owners.

Policy 1
The City shall work closely with the Fire and Police departments to assure that adequate facilities are constructed and service is provided as development and growth occur to maintain and enhance levels of service and insurance ratings.

Program 1.A
On an annual basis, consult and coordinate long-term planning with the Police and Fire departments regarding the optimal location of future police and fire stations, equipment, paramedic/ambulance service, and to ensure that levels of staffing are adequate.

Responsible Agency: City Manager, Police Department, Fire Department

Schedule: Ongoing

Implementation Status - Ongoing. The new police station has been built and occupied. The Fire Department has developed a long-range master plan that outlines the number and placement of fire stations. The master plan was approved by the City Council. The Fire Department uses the master plan to identify fire station requirements when proposed developments are presented. Recent City budgetary concerns have required that the Fire Department consider lowering the number of Stations originally approved in the master plan thereby lowering what it feels is the appropriate level service for Banning residents and explore regional coordination efforts with other cities and the county. Working with Pardee on fire station location within their project to make it more regionalized with Beaumont, Banning and the County for location and cost controls. The best fiscal option for this project is to re-occupy the existing fire station on Wilson Street so personnel and equipment can be added without building a new fire station for the this project.

Policy 2
The City shall review all proposals for new or significant remodeling projects for potential impacts concerning public safety.

Program 2.A
The City shall continue to monitor levels of development in the planning area to assess the need for new fire stations.

Responsible Agency: Planning Department, Fire Department

Schedule: Ongoing

Implementation Status - The Fire Department has developed a long-range master plan that outlines the number and placement of fire stations. The master plan was approved by the City Council. The Fire Department uses the master plan to identify fire station requirements when proposed developments are presented. Recent City budgetary concerns have required that the Fire Department consider lowering the number of stations originally approved in the master plan thereby lowering what it feels is the appropriate level service for Banning residents or explore regional coordination efforts with other cities and the county.

Program 2.B
All development applications shall be routed to the Police and Fire Departments for comment as part of the
<table>
<thead>
<tr>
<th><strong>Policy 3</strong></th>
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</thead>
<tbody>
<tr>
<td>The City shall strictly enforce fire standards and regulations in the course of reviewing development and building plans and conducting building inspections of large multiple family projects, community buildings, commercial structures and motel structures.</td>
</tr>
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<table>
<thead>
<tr>
<th><strong>Policy 4</strong></th>
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<tr>
<td>All proposed development projects shall demonstrate the availability of adequate fire flows prior to approval.</td>
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<thead>
<tr>
<th><strong>Program 4.A</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Coordinate with the City of Banning Utility Department – Water Division and the Banning Heights Mutual Water Company to ensure availability of adequate water supplies and pressures for fire flows for all existing and proposed development.</td>
</tr>
</tbody>
</table>

| **Responsible Agency:** Planning Department, Fire Department, City of Banning Utility Department – Water Division, Banning Heights Mutual Water Company, Building Department. |
| **Schedule:** Ongoing |
| **Implementation Status:** All projects are conditioned to meet appropriate fire flow requirements. The Water Department must verify that the required flow can be met. |

<table>
<thead>
<tr>
<th><strong>Program 4.B</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed projects in hilly areas with potential access problems, and/or lack of sufficient water and/or water pressure, may require special on-site fire protection measures. Such measures shall be specified during project review.</td>
</tr>
</tbody>
</table>

| **Responsible Agency:** Planning Department, Fire Department |
| **Schedule:** Ongoing |
| **Implementation Status:** The fire department will require that developers have in place adequate water systems to support fire protection needs. Effective January 1, 2011, an automatic residential fire sprinkler system shall be installed in all new one-and-two family dwellings in accordance with the 2010 California Residential Code (Title 25, Part 2.5) |

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<tr>
<th><strong>Policy 5</strong></th>
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<tr>
<td>Crime prevention design techniques, including the use of “defensible space,” high security hardware, optimal site planning and building orientation, and other design approaches to enhance security shall be incorporated in new and substantially remodeled development. (All development proposals routed to Police Department for comment.)</td>
</tr>
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<table>
<thead>
<tr>
<th><strong>Policy 6</strong></th>
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<tbody>
<tr>
<td>The City shall continue to support and promote community-based crime prevention programs as an important augmentation to the provision of professional police protection services. (Ongoing through 100 Neighborhoods, KO. Gangs in Neighborhoods, GRATE, BPAL.)</td>
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<tr>
<th><strong>Policy 7</strong></th>
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<tr>
<td>The City shall periodically review the level, quality, innovation and cost-effectiveness of police and fire protection services, including contract services. (Five-Year Strategic Plan 2006-2011 has been completed.)</td>
</tr>
</tbody>
</table>
Policy 8
The Police and the Fire Departments shall closely coordinate and cooperate with the City and County emergency preparedness teams and shall assure the most effective emergency response practical. (Ongoing training and coordination with all parties involved.)

Policy 9
The Fire Department shall maintain a 5-minute response time.

Policy 10
The Police Department shall maintain a level of service (LOS) goal of 2.0 sworn officers per 1000 residents. (It is recommended that LOS goal be changed to 1.5.)

Policy 11
The Fire Department Ambulance Services shall maintain a 5-minute response time.

Policy 12
The City shall investigate the requirements for an International Organization for Standardization (ISO) rating specifically for the City. (Commission on Accreditation for Law Enforcement Agencies (CALEA).)

Policy 13
The City shall continue to pursue grant positions for the Police Department. (KO Gangs and GRATE have three positions funded by grant.)

Policy 14
The City shall pursue all funding mechanisms to fund the need for police and fire services generated by new development. (Working to establish CFD’s & Development Impact Fees.)
Public Buildings and Facilities Element (5 programs)

GOAL 1

The provision of a full range of dependable, cost-effective, and conveniently located public buildings, services and facilities that meet the functional, social and economic needs of the entire community.

Policy 1

The Land Use Element shall consider the long-term availability of sites for future public and quasi-public buildings, infrastructure, and other facilities.

**Program 1.A**

The City shall review its official Land Use Map and development patterns every five years to assure the availability of adequate sites for future public and quasi-public buildings, infrastructure, and other facilities. The City shall confer and coordinate with utilities and other public and quasi-public agencies regarding their long-term needs.

**Responsible Agency:** Community Development Department, Public Works Department, Banning Heights Mutual Water Company, SCE, SCG, Verizon, Time Warner

**Schedule:** 2005; every five years

**Implementation Status – Ongoing. Recommendations of city-approved master plans of facilities such as parks, recreation, sewer, and water will be incorporated into future development as part of land development review process.**

Policy 2

Continue to identify and evaluate viable, long-term funding mechanisms that provide for the construction, maintenance and operation of existing and future public buildings and facilities, including assuring that new development funds its fair share of these facilities.

**Program 2.A**

The City shall explore the possibility of establishing a New Construction tax for the purpose of establishing an ongoing funding source for adequate provision of public buildings and utilities associated with new development.

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

**Schedule:** 2005

**Implementation Status – Not yet completed.**

**Program 2.B**

The City shall pursue and encourage joint-use facilities with other local agencies.

**Responsible Agency:** Community Services Department, Banning and Beaumont Unified School Districts

**Schedule:** 2005-2006, Ongoing

**Implementation Status – Joint use with Banning Unified School District.**

Policy 3

Coordinate with public utility providers and other public/quasi-public agencies to assure that utility buildings and facilities are compatible with the surrounding landscape.

**Program 3.A**

The City shall establish and maintain close working relationships with utility purveyors and other public
and quasi-public agencies serving the City to assure the least intrusive integration of related buildings and facilities into the community.

**Responsible Agency:** Community Development Department, Public Works Department, Banning Heights Mutual Water Company, SCE, SCG, Verizon, Time Warner

**Schedule:** Immediate; Continuous

**Implementation Status - Ongoing.**

**Program 3.B**
All new maintenance and utility facilities (and their signage) shall be integrated into the surrounding environment using landscape treatments, architectural elements, and/or other appropriate design mechanisms. Whether as a regulatory or advisory function, design plans shall be reviewed by the Community Development Department.

**Responsible Agency:** Community Development Department, Public Works Department, Banning Heights Mutual Water Company, SCE, SCG, Verizon, Time Warner

**Schedule:** Immediate; Continuous

**Implementation Status – Active as it is implemented.**

**Policy 4**
All public buildings and facilities shall comply with the same development standards as private development.

**Policy 5**
Encourage the undergrounding of all utility lines and the undergrounding or screening of transformers/facilities.

**Policy 6**
Critical structures and facilities (including the civic center, hospitals, fire stations, police stations, schools and major communications facilities) shall be restricted from geologically and hydrologically hazardous areas.

**Policy 7**
The Zoning Ordinance shall be reviewed to facilitate the location of public buildings and offices in a centralized location near the Civic Center.
GOAL 1

The provision of quality school and library facilities in the City that is accessible, safe and conveniently located within the community.

Policy 1
Assist, cooperate and coordinate with the Banning and Beaumont Unified School Districts and state agencies in identifying, acquiring and developing school sites needed to meet future growth demands. Encourage the selection of potential school sites that are centrally located in areas of existing or future residential development.

Program 1.A
The City shall review and advise the Banning and Beaumont Unified School Districts on their master plans, development proposals and environmental documentation, and shall otherwise coordinate and cooperate with the Districts to assure the provision of safe, conveniently located and effective educational facilities.

Responsible Agency: Banning and Beaumont Unified School Districts, Planning Department, City Council

Schedule: Ongoing

Implementation Status – Working with Banning Unified School District for coordination & MSJC.

Policy 2
Continue to work with the Banning Unified School District to amend the District’s boundary to encompass all lands within its corporate limits and sphere of influence.

Program 2.A
Maintain effective communication with Banning Unified School District staff and board members to lobby for amendment of the District’s boundary.

Responsible Agency: Banning Unified School District, Planning Department, City Council, Beaumont Unified School District

Schedule: Ongoing

Implementation Status – The amendment to the School District’s boundary was pursued but not successful.

Program 2.B
Establish an organized committee comprised of City officials, interested community members and leaders and Banning Unified School District staff and board members to lobby for amendment of the District’s boundary.

Responsible Agency: City Council, City Manager’s Office, Banning Unified School District

Schedule: 2005-2006

Implementation Status – The amendment to the School District’s boundary was pursued but not successful.

Policy 3
Schools and libraries shall be protected from excessive noise and traffic conditions, incompatible land uses, and the threat of on-site disturbance to the greatest extent practicable.
**Program 3.A**
The City shall routinely evaluate and update the Land Use Element to assure that school and library sites are compatible with surrounding land uses, arterial roadways and other significant noise generators.

**Responsible Agency:** Planning Department

**Schedule:** Ongoing

**Implementation Status – Ongoing.**

**Program 3.B**
The City shall work closely with the District to improve the safety of students traveling to and from school over the railroad tracks, and shall strive to provide separate, safe pedestrian and bicycle access, particularly in the vicinity of the high school.

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

**Schedule:** Ongoing

**Implementation Status – Ongoing.**

**Program 3.C**
To maximize the safety of students, parents, school staff and the general public, the City shall coordinate with the Banning Unified School District to maintain an adequate staff of school resource officers responsible for monitoring and patrolling school campuses during appropriate school hours.

**Responsible Agency:** Banning Unified School District, Police Department, Beaumont Unified School District

**Schedule:** Ongoing

**Implementation Status - Active and ongoing.**

**Policy 4**
The City shall cooperate in securing school impact fees from developers, in accordance with state law.

**Policy 5**
The City shall pro-actively work with the Banning Unified School District to improve the level and quality of education wherever possible.

**Policy 6**
The City shall encourage and support local higher education institutions that enhance general, career and vocational skills, employment opportunities and personal growth.

**Policy 7**
The City shall cooperate with Banning Unified School District, the Riverside Office of Education, and Mt. San Jacinto College to facilitate the establishment of a community education committee, which will develop a mission statement and process of committee activities. The committee’s essential goal shall be to enhance the provision of quality education to all students in the City.

**Policy 8**
As appropriate, the City shall pursue agreements with the school districts to assist in the purchase, lease or joint use of land and facilities for school and recreational purposes, and to provide the neighboring community with access to recreational facilities and open space during non-school hours.

**Policy 9**
The City shall support and facilitate the development of youth programs to provide quality after-school programs and facilities.
Program 9.A
The City shall establish a committee comprised of education professionals, elected and appointed officials, and County and City staff, and shall explore the possibility of establishing after-school programs targeted towards providing educational, recreational and personal development programs for school-aged children.

<table>
<thead>
<tr>
<th>Responsible Agency:</th>
<th>Banning Unified School District, City Council, Riverside County Office of Education, Community Services Department, Beaumont Unified School District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule:</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

**Implementation Status – Active and ongoing coordination.**

**Policy 10**
The City will encourage the Library Board to confer and coordinate with Mt. San Jacinto College to explore the provision of library services, and cooperative efforts with the Banning Public Library, in conjunction with the proposed MSJC Education Center.

**Policy 11**
The City shall coordinate with the Banning Public Library to assure that adequate library space, services and resources are provided to meet the educational and literary needs of the community.

**Policy 12**
Recognizing the importance of the library system for educational and cultural development within the community, the City shall explore the need for and feasibility of expanded library facilities and resources, including the potential for and appropriateness of accessing on-line resources associated with the Riverside County library system.
**Water Resources Element (11 programs)**

**GOAL 1**

A balance of development which assures the maintenance of the water supply and its continued high quality.

**Policy 1**

New development projects proposing 50 units on property whose General Plan Land Use designation would allow 50 units, and/or 10 acres of commercial/industrial/other development, or more, whether through a tract map, Specific Plan or other planning application, shall be required to fund the provision of its entire water supply, either through SWP, recycled water or other means, as a condition of approval.

<table>
<thead>
<tr>
<th>Program 1.A</th>
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<tbody>
<tr>
<td>In accordance with the 2003 Determination of Maximum Perennial Yield for the City of Banning, the City shall implement an annual ground water audit. This process involves evaluating groundwater level trends, production rates, ground water quality or other aquifer/well/pump considerations from the previous year (the water audit should be performed six months prior to the start of the water accounting year) and using this information to make recommendations for pumping in the following year.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Public Utilities Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2005-2006, Continuous</td>
</tr>
<tr>
<td><strong>Implementation Status:</strong> The Maximum Perennial Yield was updated on March 29, 2011 as part of the Urban Water Management Plan that was adopted by the City Council on June 28, 2011.</td>
</tr>
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<table>
<thead>
<tr>
<th>Program 1.B</th>
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<tbody>
<tr>
<td>The City shall develop construction plans and cost estimates for the construction of recycled water facilities for both Phase I and II, and make them available to the development community.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Public Utilities Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2005-2006</td>
</tr>
<tr>
<td><strong>Implementation Status:</strong> Plans are complete and are awaiting funding.</td>
</tr>
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<table>
<thead>
<tr>
<th>Program 1.C</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City shall coordinate with the San Gorgonio Pass Water Agency and other appropriate agencies to assure that the City’s SWP water can be delivered.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department, Public Utilities Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2005-2006, Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status:</strong> Active and ongoing and the City is receiving 1200 acre feet per year.</td>
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</table>

**Policy 2**

The City shall require the use of drought-tolerant, low water consuming landscaping as a means of reducing water demand for new development.

<table>
<thead>
<tr>
<th>Program 2.A</th>
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<tbody>
<tr>
<td>Continue to implement the City’s Water Efficient Landscape Ordinance by requiring the use of native and drought-tolerant planting materials and efficient irrigation systems.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Public Utilities Department, Planning Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Continuous</td>
</tr>
<tr>
<td><strong>Implementation Status:</strong> Ordinance adopted and being implemented.</td>
</tr>
</tbody>
</table>
Program 2.B
The City shall coordinate and cooperate with the San Gorgonio Pass Water Agency, Banning Heights Mutual Water Company and the Beaumont-Cherry Valley Water District to expand and strengthen educational/public relations programs regarding the importance of water conservation and water-efficient landscaping.

**Responsible Agency:** Public Works Department, Planning Department, Banning Heights Mutual Water Company, Beaumont-Cherry Valley Water District

**Schedule:** Continuous

**Implementation Status – Ongoing.**

### Policy 3
The City shall require the use of recycled wastewater for new development, or where it is unavailable, the infrastructure for recycled water when it becomes available, as a means of reducing demand for groundwater resources.

### Program 3.A
Coordinate with the Banning Heights Mutual Water Company regarding the future expansion of recycled wastewater treatment facilities to serve existing and new development projects in the City.

**Responsible Agency:** Planning Department, Public Works Department, Banning Heights Mutual Water Company

**Schedule:** Continuous

**Implementation Status – No projects identified – will be available for future coordination; expansion is coordinated and conditioned for appropriate projects.**

### Program 3.B
Aggressively pursue all sources of funding to allow for the installation of a comprehensive recycled water distribution system throughout the City.

**Responsible Agency:** Public Works Department, City Manager’s Office

**Schedule:** Immediate, Continuous

**Implementation Status – In progress.**

### Program 3.C
The City shall study the potential of providing incentives to developers and property owners for the installation of on-site recycled water reclamation systems. Recycled water systems include the reuse of water from sources such as sink drains, dishwashers and washing machines for irrigation purposes.

**Responsible Agency:** Public Utilities Department, City Manager’s Office

**Schedule:** 2005-2006

**Implementation Status – In progress.**

### Policy 4
Require that all new development be connected to the sewage treatment system, or install dry sewers until such time as that connection is possible.

### Policy 5
The City shall provide guidelines for the development of on-site storm water retention facilities consistent with local and regional drainage plans and community design standards.
Program 5.A
Enforce regulations and guidelines for the development and maintenance of project-specific on-site retention/detention basins which implement the NPDES program, enhance groundwater recharge, complement regional flood control facilities, and address applicable community design policies.

**Responsible Agency:** Public Utilities Department, Planning Department

**Schedule:** Continuous

**Implementation Status – Ongoing and required as conditions for all projects.**

Policy 6
Coordinate with the San Gorgonio Pass Water Agency, Banning Heights Mutual Water Company and the Beaumont-Cherry Valley Water District, the California Regional Water Quality Control Board and other appropriate agencies to share information on potential groundwater contaminating sources.

Program 6.A
Develop and maintain a system to share records and technical information with the San Gorgonio Pass Water Agency, Banning Heights Mutual Water Company and the Beaumont-Cherry Valley Water District, CRWQCB and other appropriate agencies regarding all sites that have the potential to contaminate groundwater resources serving the City.

**Responsible Agency:** Public Works Department, the San Gorgonio Pass Water Agency, Banning Heights Mutual Water Company and the Beaumont-Cherry Valley Water District, California Regional Water Quality Control Board

**Schedule:** Continuous

**Implementation Status – Ongoing and active.**

Policy 7
The City shall ensure that no development proceeds that has potential to create groundwater hazards from point and non-point sources, and shall confer with other appropriate agencies, as necessary, to assure adequate review and mitigation.

Policy 8
Encourage water conservation in existing development.

Program 8.A
Establish incentive programs for conversion of existing buildings to water conserving fixtures and landscaping.

**Responsible Agency:** Public Utilities – Water Department

**Schedule:** 2005-2006

**Implementation Status – Ongoing.**
Water and Waste Water and Utilities Element (10 programs)

GOAL 1

A comprehensive range of water, wastewater and utility services and facilities that adequately, cost-effectively and safely meet the immediate and long-term needs of the City.

Policy 1
The City shall coordinate between the City Utility Department-Water Division, Banning Heights Mutual Water Company, Beaumont/Cherry Valley Water Agency, San Gorgonio Pass Water Agency, California Regional Water Quality Control Board and Riverside County Environmental Health to protect and preserve local and regional water resources against overexploitation and contamination.

<table>
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<tr>
<th>Program 1.A</th>
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<tr>
<td>Support the efforts of the City Utility Department-Water Division, San Gorgonio Pass Water Agency, Banning Heights Mutual Water Company and Beaumont/Cherry Valley Water Agency to develop alternative resources for groundwater recharge, and to expand and construct facilities for the treatment and distribution of reclaimed and/or recycled water.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Utility Department-Water Division, Banning Heights Mutual Water Company, Public Works Department, San Gorgonio Pass Water Agency</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status – Ongoing and active.</strong></td>
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<th>Program 1.B</th>
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<tr>
<td>The City, it’s Utility Department-Water Division, San Gorgonio Pass Water Agency, and Banning Heights Mutual Water Company shall continue and extend their efforts to increase domestic water conservation by expanding efforts to promote the use of water efficient landscaping in all development, and the installation of efficient water-using technologies in new and substantially remodeled structures.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Utility Department-Water Division, San Gorgonio Pass Water Agency, Banning Heights Mutual Water Company, Public Works Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
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<tr>
<td><strong>Implementation Status - Ongoing and active.</strong></td>
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<tr>
<th>Program 1.C</th>
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<tbody>
<tr>
<td>The City, it’s Utility Department-Water Division and Banning Heights Mutual Water Company shall evaluate and, as appropriate, implement actions and regulations that facilitate residential and business retrofits of landscaping/irrigation and water-using appliances/processes that significantly increase water use efficiencies.</td>
</tr>
<tr>
<td><strong>Responsible Agencies:</strong> Utility Department-Water Division, Banning Heights Mutual Water Company, Public Works Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2005-2006, Ongoing</td>
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<tr>
<td><strong>Implementation Status - Ongoing and active.</strong></td>
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<tr>
<th>Program 1.D</th>
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<tr>
<td>The City shall provide water customers with incentives for the conservation of water.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Utility Department-Water Division</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2005-2006, Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status - Ongoing and active.</strong></td>
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</tbody>
</table>
**Policy 2**  
Sewer connection shall be required at the time a lot is developed when service is available.

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<tr>
<th>Program 2.A</th>
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<tr>
<td>To the greatest extent practical, the City and its Utility Department-Sewer Division shall require new development to extend and connect to sewer lines rather than permitting the installation of on-lot septic tanks. In the event on-lot septic systems are required, development shall be required to install “dry sewers” and pay connection fee in anticipation of future sewer main extensions.</td>
</tr>
<tr>
<td><strong>Responsible Agencies:</strong> Utility Department-Sewer Division, Public Works Department, Riverside County Environmental Health Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status - Ongoing and active.</strong></td>
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</table>

**Policy 3**  
In the event a sewer line exists in the right-of-way where a for-sale residential unit is served by a septic system, the septic system shall be properly abandoned prior to a sale and/or close of escrow, and the unit shall be connected to the sewer system.

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<tr>
<td>The Building and Public Works Departments shall establish procedures for identifying home sales, and shall publicize the requirement for connection of sewers with the mortgage companies and escrow companies of the area.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Building Department, Public Works Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2005-2006, Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status - Ongoing and active.</strong></td>
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</tbody>
</table>

**Policy 4**  
The City shall make every effort to assure and assist in facilitating the timely and cost-effective extension and expansion of services that support community development and improved quality of life.

<table>
<thead>
<tr>
<th>Program 4.A</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City shall coordinate its Capital Improvement Program with those of local utility and service providers to assure cost-effective and adequate capacity of services and facilities for future growth and development.</td>
</tr>
<tr>
<td><strong>Responsible Agencies:</strong> Public Works Department, Utility Department, Banning Heights Mutual Water Company, other utilities and service providers</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2005-2006</td>
</tr>
<tr>
<td><strong>Implementation Status - Ongoing and active.</strong></td>
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<table>
<thead>
<tr>
<th>Program 4.B</th>
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<tbody>
<tr>
<td>The City shall coordinate with appropriate public and quasi-public agencies and utilities in conducting ongoing assessments of infrastructure capacity and evaluating expansion and improvements needed to carry out responsible growth management.</td>
</tr>
<tr>
<td><strong>Responsible Agencies:</strong> Public Works Department, Utility Department, Banning Heights Mutual Water Company, other utilities and service providers</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2005-2006</td>
</tr>
<tr>
<td><strong>Implementation Status - Ongoing and active.</strong></td>
</tr>
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</table>
Policy 5
To ensure the timely expansion of facilities in a manner that minimizes environmental impacts and disturbance of existing improvements, the City shall confer and coordinate with service and utility providers in planning, designing and siting of supporting and distribution facilities.

<table>
<thead>
<tr>
<th>Program 5.A</th>
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<tbody>
<tr>
<td>The City shall encourage the consolidation of underground utility lines and other subsurface transmission facilities to limit the impacts of these facilities on the disruption of traffic and roadways.</td>
</tr>
<tr>
<td>Responsible Agencies: Public Works Department, Utility Department, Banning Heights Mutual Water Company, SCE, SCG, other utilities and service providers</td>
</tr>
<tr>
<td>Schedule: Ongoing</td>
</tr>
<tr>
<td>Implementation Status - Ongoing and active.</td>
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Policy 6
The City shall proactively support the widespread integration of energy resource conserving technologies throughout the community.

<table>
<thead>
<tr>
<th>Program 6.A</th>
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<tbody>
<tr>
<td>The City shall investigate and, as appropriate, implement actions and regulations that facilitate residential and business conservation strategies and the implementation of technology retrofits that significantly increase efficiencies in energy use.</td>
</tr>
<tr>
<td>Responsible Agencies: Planning and Public Works Departments, Utility Department, Banning Heights Mutual Water Company, SCE, SCG, other utilities and service providers</td>
</tr>
<tr>
<td>Schedule: 2005, Ongoing</td>
</tr>
<tr>
<td>Implementation Status - Ongoing and active.</td>
</tr>
</tbody>
</table>

Policy 7
The City shall continue to confer and coordinate with its solid waste service franchisee to maintain and, if possible, exceed the provision of AB 939 by expanding recycling programs that divert valuable resources from the waste stream and returning these materials to productive use.

Policy 8
The City shall support, and to the greatest extent practical, shall encourage commercial and industrial businesses to reduce and limit the amount of packaging and potential waste associated with product sale and production.

Policy 9
Utility lines on scenic roadways, major streets and in the downtown shall have primary consideration for undergrounding.

Policy 10
Major utility facilities, including power and other transmission towers, cellular communication towers and other viewsheild intrusions shall be designed and sited to ensure minimal environmental and viewsheild impacts and environmental hazards.
**Policy 11**  
The City shall encourage the planning, development and installation of state-of-the art telecommunications and other broadband communications systems as essential infrastructure.

**Policy 12**  
The City shall encourage in others and itself the use of alternative fuel vehicles.

**Policy 13**  
The City shall investigate lower cable rates for ungated neighborhoods.

**Policy 14**  
The City shall encourage alternative energy use for individual property owners and consider developing an incentive program.
Wildland Fire Hazard Element (15 programs)

**GOAL 1**

Protect human life, land, and property from the effects of wildland fire hazards.

**Policy 1**
The City shall establish and maintain an information database containing maps and other information which describe fire hazard severity zones, fire threat zone, and other wildfire hazards occurring within the City boundaries, sphere-of-influence and planning area.

<table>
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<tr>
<th>Program 1.A</th>
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<tr>
<td>Consult and coordinate with surrounding communities, the State Board of Forestry and Fire Protection, California Department of Forestry and Fire Protection, Riverside County Fire Department, other applicable state and federal agencies to establish, improve and routinely update the database</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning Department, Banning Fire Department, Beaumont Fire Department, State Board of Forestry and Fire Protection, California Department of Forestry and Fire Protection, Riverside County Fire Department, Morongo Band of Mission Indians.</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2005-2006; Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status:</strong> A new severity zone map has been developed by the California Department of Forestry and Fire Protection (Cal Fire) and was adopted by the City Council on 10/28/08. The revised map went into effect July 1, 2008. Revisions to the Map will be ongoing as development occurs but at a minimum of every 5 years.</td>
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<th>Program 1.B</th>
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<tr>
<td>The City shall make available copies of the Fire Severity Map and discourage development within areas so designated, or require detailed mitigation measures that reduce potential hazards to insignificant levels.</td>
</tr>
<tr>
<td><strong>Schedule:</strong> Immediately; Ongoing</td>
</tr>
<tr>
<td><strong>Implementation Status:</strong> The current map, produced by the State, is currently available to view at the fire department administrative office at 3900 W. Wilson. The City Council approved fire severity map will also be a public document. The City adopted the State Code in early 2011 for building standards within the fire hazard areas. The current handout will be revised to reflect the new code. With the new CFC and residential sprinkler codes this issue has been updated in 2011 along with the Fire Hazard Severity map being available on line at <a href="">ftp://frap.cdf.ca.gov/fhszlocalmaps/riverside</a></td>
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<th>Program 1.C</th>
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<tbody>
<tr>
<td>Prepare an informational handout to be distributed to developers, property owners, and other appropriate parties, which describes the need for and design of fire safe developments.</td>
</tr>
<tr>
<td><strong>Responsible Agency:</strong> Planning, City Engineer, Fire Department</td>
</tr>
<tr>
<td><strong>Schedule:</strong> 2005-2006; Ongoing</td>
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<tr>
<td><strong>Implementation Status:</strong> The Fire Department has developed a 1-page handout briefly describing the requirements. The handout will be revised to match the new building code requirements.</td>
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<th>Program 1.D</th>
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<td>Establish and maintain a program by which all potentially hazardous structures, which pose a threat due to</td>
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inadequate fire hazard construction are identified, inventoried, and retrofitted with fire retardant materials. Program shall include informational handouts describing appropriate methods of retrofitting and possible sources of funding to facilitate the rehabilitation of such structures.

**Responsible Agency:** Building and Safety Department, City Engineer, Fire Department  
**Schedule:** 2005-2006  
**Implementation Status** – *Nothing done at this time.*

### Policy 2

On going coordination between the Banning Fire Department, Beaumont Fire Department, the Riverside County Fire Department, the California Department of Forestry, the Morongo Band of Mission Indians and the US Forest Service in fire prevention programs.

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<th>Program 2.A</th>
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| Cooperate with all neighboring agencies in order to identify opportunities for fuel breaks in very high hazard severity zones and to ensure that fire breaks are provided where necessary and appropriate.  
**Responsible Agency:** Fire Marshall, City of Beaumont, County of Riverside, Morongo Band  
**Schedule:** 2005-2006, Ongoing  
**Implementation Status** – Approximately 2½ years ago, the Fire Marshal met with representatives from Cal Fire/Riverside County Fire and San Bernardino County Fire, and the U.S. Forest Service Service to discuss fuel modification projects in the wildland areas north of Banning from Yucaipa to the Morongo Reservation. For budget cycle 2004-2006 the City Fire Marshal proposed a 4 year fuel break construction project in Banning Canyon. The Council approved financing for the project. When funding was requested to continue for the final 2 years of the project, it was denied. Fuel break Projects to the northwest of Banning are being done by Cal Fire but have little effect toward the protection of the watershed in Banning Canyon. The Fire Department is working with the county fire hazard reduction coordinator for projects within the pass area. The current truck trail system is being improved to maintain access and provide a break in the fuel. |

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<th>Program 2.B</th>
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| Development proposals shall be transmitted to the Police Department and the City Fire Marshal, and input shall be incorporated into project design or conditions of approval, as appropriate.  
**Responsible Agency:** Building and Safety Department, Planning Department, Police Department, Fire Department  
**Schedule:** Ongoing  
**Implementation Status** – All development proposals are routed to the Fire Department for comments. |

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<th>Program 2.C</th>
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| The Police and Fire Departments shall closely coordinate and cooperate with the City and County emergency preparedness teams and shall assure the most effective disaster response practical.  
**Responsible Agency:** City Manager’s office, Fire Department, Police Department, County of Riverside, PASSCOM  
**Schedule:** Immediately; Ongoing  
**Implementation Status** – The Fire Department’s Disaster Preparedness Bureau has completed the City’s Emergency Operations Plan. The Department has an ongoing training program for City Employees and City residents. Coordination with local disaster preparedness organizations and County OES is ongoing. The Fire Department evaluates all projects to ensure adequate egress in emergency situations. Cities EOP was updated November 2011. |

<table>
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<tr>
<th>Program 2.D</th>
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</table>
Contact and establish working relationships and strategies with Banning Heights Mutual Water Company, High Valley Water District, public utilities, and other appropriate agencies to strengthen or relocate utility facilities, and take other appropriate measures to safeguard major utility distribution systems to the greatest extent practical.

**Responsible Agency:** Planning Department, Public Works Department, City Engineer, Public and Quasi-Public Utilities  
**Schedule:** 2005-2006; Continuous  
**Implementation Status – Active and ongoing.**

**Program 2.E**  
Encourage and cooperate with CalTrans and the railroad to reduce hazardous fuel loads (vegetation) near bridges, roadways, rail lines and state highways, which may be subject to closure during major wildland fire events.  
**Responsible Agency:** Public Works Department, City Engineer, CalTrans, railroad  
**Schedule:** Continuous  
**Implementation Status – Active and ongoing.**

**Program 2.F**  
The public will be educated regarding disaster prevention and emergency responses including evacuation procedures.  
**Responsible Agency:** Police and Fire Departments, School Districts, PassCom  
**Schedule:** Immediately; Ongoing  
**Implementation Status – Active and ongoing.**

**Policy 3**  
Continue to identify wildfire hazard areas, and to enforce special standards for construction in wildland fire hazard areas.

**Program 3.A**  
New and substantially remodeled structures or developments shall incorporate wildfire prevention design techniques, such as the use of “defensible space,” fire retardant sidings, optimal site planning and building orientation, landscaping orientation, and other design approaches to reduce wildfire hazards.  
**Responsible Agency:** Building and Safety Department, Planning Department, Police Department, Fire Department  
**Schedule:** Ongoing  
**Implementation Status – Active and ongoing with land development review.**

**Program 3.B**  
Require that adequate emergency vehicle access and evacuation routes be available with approval of any new development.  
**Responsible Agency:** Building and Safety Department, Planning Department, Police Department, Fire Department  
**Schedule:** Ongoing  
**Implementation Status – Active and ongoing.**

**Program 3.C**  
The City shall adopt standard requirements for all development proposals in High Fire Hazard Areas, including requirements for the preparation of Fire Protection Plans prior to the approval of Tentative Tract Maps, Tentative Parcel Maps, or other land use permits.
**Responsible Agency:** Fire Marshal

**Schedule:** 2005-2006

**Implementation Status – Active and ongoing.**

**Policy 4**
The City shall make every attempt to assure that adequate water supplies and pressures are available during a fire, earthquake or both.

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<th>Program 4.A</th>
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<tbody>
<tr>
<td>Coordinate with Banning Heights Mutual Water Company, High Valley Water District and other agencies responsible for supplying water to the region to assure sufficient water supplies and pressures are available to provide adequate fire flows for all existing and proposed development.</td>
</tr>
</tbody>
</table>

| Responsible Agency: Public Works Department, Building and Safety Department, Planning Department, Fire Department, Banning Heights Mutual Water Company, High Valley Water District |

| Schedule: Ongoing |

| Implementation Status – Active and ongoing. |

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<th>Program 4.B</th>
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<tbody>
<tr>
<td>Special on-site fire protection measures may be required on well vegetated, hilly areas with slopes of 10 percent or greater, with possible access problems, and/or a lack of sufficient water and/or water pressure. Such measures shall be specified during project review.</td>
</tr>
</tbody>
</table>

| Responsible Agency: Building and Safety Department, Planning Department, Fire Department, Banning Heights Mutual Water Company, High Valley Water District |

| Schedule: Ongoing |

| Implementation Status – Active and ongoing with development project. |
Exhibit “C”

Project Pictures and Descriptions
City of Banning

EXHIBIT “C”

Updated February 2013

BANNING – Despite the difficult local, regional and national economy Banning continues to move forward with new development projects and further community revitalization.

Aaron’s Ribbon Cutting Ceremony was held on Thursday, September 13th. The new retail store located at 321 W. Ramsey Street specialized in furniture, electronics, computers and appliances.

On July 23, 2012, Banning City Officials and Banning Chamber of Commerce representatives held a Ribbon Cutting Ceremony to welcome Dollar General to their new 9,100 square foot location at 1323 W. Ramsey Street in Banning. Dollar General offers a variety of products and merchandise including: office & school supplies, household supplies, food items, health & beauty items, apparel & accessories, baby items, toys, seasonal items, and supplies for teachers and businesses.
On July 10, 2012, Banning City Officials and Banning Chamber of Commerce representatives held a Ribbon Cutting Ceremony to welcome Family Dollar to their new 8,300 square foot location at 1481 W. Ramsey Street in Banning. Family Dollar offers a variety of products and merchandise including: food items, clothing, home décor, pet products, and various assorted items.

The Superior Court of California is proposing the construction of an approximately 68,000 square foot court house that includes 6 courtrooms, office work areas, and other support services on a 4.86 acre site just east of City Hall on Ramsey Street. The building will include space for court administration, a court clerk, court security operations, a holding area, and facility support. The total project cost is estimated at $63 million. Grand opening is anticipated to be at the end of 2013.
The O'Donnell Business Park was approved by the City Council in July 2010 which will provide over one million square feet of light industrial space and warehousing in the Banning market with the potential to accommodate hundreds of new jobs. Construction drawings are under review for Phase I of the project that includes the development of the largest warehouse building of approximately 787,000 square feet. Mass grading of the site has already commenced.

In November *The Frost Company* submitted an application in conjunction with the Redevelopment Agency to develop approximately 5 1/2 acres across from City Hall along Ramsey Street. The project is proposed as mixed use development that includes approximately 65,000 square feet of office, retail, and restaurant space. Titled the Village at Paseo San Gorgonio the project is intended to compliment the development of the courthouse across the street and includes frontage along Interstate 10.
San Gorgonio Pass Habitat for Humanity continued to purchase and renovate foreclosed homes with assistance from the City through an agreement and make those homes available to very low income families. In 2012, Habitat for Humanity renovated two (2) homes for very low income residents. These homes are located throughout the City.

The San Gorgonio Memorial Hospital continues with their $108 million improvement project that includes the expansion of their central plant, emergency department, and other remodeling and improvements. Future improvements include the expansion of capacity (additional beds in a 6-story building) and the further development of the hospital campus. Funding for this project was provided through general obligation bonds approved by voters in March 2006. The first phases of the project are complete and they included the construction of the helipad, cooling tower, and underground utilities. The new emergency department that includes the two story intensive care unit is approximately 33% complete.
Inland Behavioral and Health Services of San Bernardino received Planning Commission approval in December 2009 to construct a 9,000 square foot medical and dental clinic on East Ramsey Street with construction commencing in 2011. The building has been completed and was opened to provide services in May 2012.

Pardee Homes has amended the Butterfield Specific Plan that was approved in the mid-90s, including preparing a draft Environmental Impact Report for a construction of a golf-course community that includes two commercial sites totaling 40 acres and a development of 5,387 single and multiple-family residential developments, with neighborhood and community parks, trails, a community center site, and two (2) elementary school sites. Entitlement for this project has been completed.
Poison Spyder Customs, Inc. is located at 1143 W. Lincoln Street, Unit 20 and has been doing in Banning since January 2011 and expanded their facilities in 2012. Poison Spyder manufactures “Hard-Core Off-Road Equipment” for Jeeps and their products help turn mainstream Jeeps into world class off-road machines. They offer the highest quality, best fitting, and easiest to install Jeep products that include front bumpers, front fender armor, rocker armor, rear corner armor, tube fenders, rocker knockers, crusher corners, trail & comp stingers, body armor, and much more to customize the off-road Jeep market.

The Haven Café, located on the southwest corner of Ramsey Street and San Gorgonio Avenue, signed the lease for their new location in October of 2012 and opened for business in January 2013.
Beginning in July of 2012 local owner of Sears Hometown began investigating with staff potential business locations in Banning. A location was selected at 1484 W. Ramsey Street in early Fall of 2012 and officially opened for business before the holidays. Sears Hometown Stores provides products and services in Home Appliances, Home Electronics, Mattresses, Lawn & Garden, Fitness, Tools and Household Goods to customers in smaller communities.

In October of 2012 Zenner Performance celebrated the opening of Zenner Performance's U.S. headquarters in Banning. The company's state-of-the-art meter manufacturing factory is located at 1910 E. Westward Avenue and will produce and distribute meters to the multifamily, municipal and commercial markets throughout North America. With the opening of the Banning location, Zenner Performance will become the 21st branch to open in The Zenner Group's worldwide network.
Coyne Motor Powersports located at 2301 W. Ramsey Street celebrated their ground breaking in March of 2012 and opened their doors for business in October 2012. The Coyne Powersports Group renovated the existing structures at 2301 W. Ramsey and has plans of building a new 10,000 square foot showroom on-site. Initially they will be selling and servicing pre-owned motorcycles, watercraft, and other recreational vehicles in addition to a full parts and apparel department.

Renovation of Ramsey Villa located at 225 W. Ramsey was completed in the Summer of 2012 and includes the exterior façade improvements such as doors, windows, roofing materials, signage, fencing painting and electrical box. Addition, interior improvements have been completed including remodeled restrooms and kitchens along with new flooring and fixtures.
The new Subway is located at 933 W. Ramsey Street. Permits for this project were acquired in August of 2011 with construction of this project ending in March of 2012.

Stagecoach façade renovation began in June of 2012 and is located on the northwest corner of Ramsey St. and Sunset Avenu. Since, renovation progress continues with and estimated project completion to be in the Winter of 2013.