



Proud History
Prosperous Tomorrow

Paseo San Gorgonio Specific Plan Recommendations Report



TABLE OF CONTENTS

1.0 Introduction and Purpose

- A. Compass Blueprint Process 1-1
- B. Funding 1-2
- C. Organization of the Report 1-2
- D. Project Summary 1-2

2.0 Assessment of Specific Plan Buildout Scenarios

- A. Introduction 2-1
- B. General Plan Policy Framework 2-1
- B. Specific Plan Draft Policy Framework 2-3
- C. General Plan Capacity 2-18
- D. Buildout Calculations – Draft Specific Plan 2-19

3.1 Strategic Parking Analysis

- A. Existing Parking Supply, Demand and Utilization 3.1-1
- B. Calculated Parking Demand for the Recommended Alternative 3.1-32
- C. Public Parking Availability in Downtown Area 3.1-37

3.2 Transportation and Circulation Analysis

- A. Introduction 3.2-1
- B. Existing Conditions 3.2-6

- C. Recommended Alternative 3.2-13
- D. Forecast Existing with Recommended Alternative 3.2-22
- E. Improved Forecast Existing with Recommended Alternative 3.2-27

3.3 Greenhouse Gas Emissions Analysis

- A. Introduction 3.3-1
- B. Sources of Greenhouse Gases 3.3-2
- C. Baseline Greenhouse Gas Inventory Methodology 3.3-3
- D. Results of Baseline Greenhouse Gas Analysis 3.3-4
- E. Results of Greenhouse Gas Analysis for Recommended Alternative 3.3-7

4.0 Recommendations

- A. Land Use and Development Standards 4.1
- B. Parking 4-5
- C. Transportation and Circulation 4-13
- D. Greenhouse Gas Emission 4-16
- E. Streetscape and Landscape 4.18

Appendix 3.1: Parking

Appendix 3.2: Traffic

LIST OF EXHIBITS

1.1	Regional Project Location	1-4
1.2	Specific Plan Location	1-5
2.1	General Plan Land Use	2-2
2.2	Regulating Plan	2-5
3.1.1	Parking Study Areas	3.1-2
3.1.2	Area A- Parking Study Area	3.1-3
3.1.3	Area B- Parking Study Area	3.1-4
3.1.4	Area C- Parking Study Area	3.1-5
3.1.5	Area D- Parking Study Area	3.1-6
3.1.6	Area A- Observed On-Street Parking Supply	3.1-11
3.1.7	Area B- Observed On-Street Parking Supply	3.1-12
3.1.8	Area C- Observed On-Street Parking Supply	3.1-13
3.1.9	Area D- Observed On-Street Parking Supply	3.1-14
3.1.10	Area A- Observed On-Street Parking Demand- 1:00PM	3.1-20
3.1.11	Area B- Observed On-Street Parking Demand- 1:00PM	3.1-21
3.1.12	Area C- Observed On-Street Parking Demand- 1:00PM	3.1-22
3.1.13	Area D- Observed On-Street Parking Demand- 1:00PM	3.1-23
3.1.14	Area A- Observed On-Street Parking Utilization- 1:00PM	3.1-28
3.1.15	Area B- Observed On-Street Parking Utilization- 1:00PM	3.1-29
3.1.16	Area C- Observed On-Street Parking Utilization- 1:00PM	3.1-30
3.1.17	Area D- Observed On-Street Parking Utilization- 1:00PM	3.1-31
3.2.1	Project Area Location	3.2-2
3.2.2	Study Intersection Locations.....	3.2-4
3.2.3	Area 1- Existing Conditions (2010) AM/PM Peak Hour Intersection Volumes	3.2-8
3.2.4	Area 2- Existing Conditions (2010) AM/PM Peak Hour Intersection Volumes	3.2-9
3.2.5	Area 1- Existing Study Intersection/ Roadway Geometry	3.2-10
3.2.6	Area 2- Existing Study Intersection/ Roadway Geometry	3.2-11
3.2.7	Project Districts.....	3.2-14
3.2.8	Forecast Trip Percent Distribution of Recommended Alternative	3.2-18
3.2.9	Area 1- Forecast AM/PM Peak Hour Trip Assignment of Recommended Alternative ...	3.2-20
3.2.10	Area 2- Forecast AM/PM Peak Hour Trip Assignment of Recommended Alternative ...	3.2-21
3.2.11	Area 1- Forecast Existing with Recommended Alternative (2010) AM/PM Peak Hour Intersection Volumes	3.2-23
3.2.12	Area 2- Forecast Existing with Recommended Alternative (2010) AM/PM Peak Hour Intersection Volumes	3.2-24

3.2.13	Area 1- Improved Existing Study Intersection/Roadway Geometry	3.2-29
3.2.14	Area 2- Forecast Improved Existing with Project Conditions Study Intersection/ Roadway Geometry	3.2-30

LIST OF TABLES

2.1	Heritage Village Subzones 1 & 2 Development Standards	2-7
2.2	Heritage Village Subzones 1 & 2 Density/Intensity Yield	2-8
2.3	Town Center Subzone 1 Development Standards	2-9
2.4	Town Center Subzone 1 Density/Intensity Yield	2-10
2.5	Town Center Subzone 2 Development Standards	2-11
2.6	Town Center Subzone 2 Density/Intensity Yield	2-12
2.7	Civic Center Subzone 1 Development Standards	2-13
2.8	Civic Center Subzone 1 Density/Intensity Yield	2-14
2.9	Civic Center Subzone 2 Development Standards	2-15
2.10	Civic Center Subzone 2 Density/Intensity Yield	2-16
2.11	Neighborhood Village Development Standards	2-17
2.12	General Plan Buildout Summary	2-18
2.13	Buildout Calculations Scenario 1	2-20
2.14	Buildout Calculations Scenario 2	2-20
2.15	Buildout Calculations- Recommended Alternative	2-21
3.1.1	Observed On-Street Parking Supply Parking Area A	3.1-7
3.1.2	Observed On-Street Parking Supply Parking Area B	3.1-8
3.1.3	Observed On-Street Parking Supply Parking Area C	3.1-9
3.1.4	Observed On-Street Parking Supply Parking Area D	3.1-10
3.1.5	Observed On-Street 1:00PM Peak Period Parking Demand Parking Area A	3.1-16
3.1.6	Observed On-Street 1:00PM Peak Period Parking Demand Parking Area B	3.1-17
3.1.7	Observed On-Street 1:00PM Peak Period Parking Demand Parking Area C	3.1-18
3.1.8	Observed On-Street 1:00PM Peak Period Parking Demand Parking Area D	3.1-19
3.1.9	Observed Peak Period Parking Utilization- Parking Area A.....	3.1-24
3.1.10	Observed Peak Period Parking Utilization- Parking Area B	3.1-25
3.1.11	Observed Peak Period Parking Utilization- Parking Area C	3.1-26
3.1.12	Observed Peak Period Parking Utilization- Parking Area D.....	3.1-27
3.1.13	Buildout Calculations- Recommended Alternative	3.1-33

3.1.14	Parking Requirement per Master Plan.....	3.1-35
3.1.15	Parking Spaces Required by District Subzone.....	3.1-36
3.1.16	Forecast Parking Space Surplus/ Deficiency for the.....	3.1-37
3.2.1	Buildout Calculations- Recommended Alternative	3.2-1
3.2.2	LOS and Delay Ranges.....	3.2-5
3.2.3	Existing Conditions AM & PM Peak Hour Intersection LOS	3.2-12
3.2.4	ITE Trip Rates for Existing & Proposed Land Uses	3.2-13
3.2.5	Forecast Trip Generation of Recommended Alternative by District	3.2-17
3.2.6	Forecast Existing with Recommended Alternative AM & PM Peak Hour Intersection LOS	3.2-26
3.2.7	Improved Forecast Existing with Recommended Alternative AM & PM Peak Hour Intersection LOS.....	3.2-31
3.3.1	Greenhouse Gas Inventory Specific Plan Buildout Scenario 1	3.3-5
3.3.2	Greenhouse Gas Inventory Specific Plan Buildout Scenario 2	3.3-6
3.3.3	Greenhouse Gas Inventory Recommended Alternative	3.3-8



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1.0 Introduction and Purpose

1.0 Introduction and Purpose

A. *Compass Blueprint Process*

In 2000, the Southern California Association of Governments (SCAG) began a visioning process that culminated in a strategy for regional growth with the aim to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole. The strategy, named "Compass Blueprint," promotes a stronger link between transportation and land use planning at both the regional and local levels to ensure that growth is directed towards areas that offer mobility and transportation choices. Compass Blueprint encourages creative, forward-thinking, sustainable development solutions that fit local needs and support shared regional values. The strategy is broadly based on four key principles:

- Principle 1: Mobility (Getting where we want to go)
- Principle 2: Livability (Creating positive communities)
- Principle 3: Prosperity (Long-term health for the region)
- Principle 4: Sustainability (Preserving natural surroundings)

To realize these principles on the ground, Compass Blueprint encourages focusing growth in existing and emerging centers, along major transportation corridors, and around existing and planned transit stations. It promotes the creation of mixed-use developments and walkable communities, while preserving existing open space and stable residential neighborhoods.

The City of Banning was selected as a participant in the Compass Blueprint Demonstration Project Program and received funds to conduct additional technical planning services. Efforts completed through the project would lead



to the adoption of the Paseo San Gorgonio Specific Plan and implementation of future development in the downtown area of the City.

B. Funding

This report was funded by the Southern California Association of Governments (SCAG) Compass Blueprint Demonstration Project Program. Compass Blueprint provides tools to cities to evaluate planning options and stimulate development consistent with the region's goals. SCAG provides cities with support to help with visioning, infill analysis, policy assistance, economic and marketing assistance, and developing communication tools.

C. Organization of the Report

This report summarizes the work completed under the Compass Blueprint project and provides recommendations for alternative planning options and sustainable development opportunities related to the Paseo San Gorgonio Specific Plan. The report is organized as follows:

- Chapter 2.0 Assessment of Specific Plan Buildout Scenarios
- Chapter 3.0 Strategic Parking Analysis
- Chapter 3.1 Transportation and Circulation Analysis
- Chapter 3.2 Greenhouse Gas Emissions Analysis
- Chapter 4.0 Recommendations

D. Project Summary

Downtown Banning is located on Ramsey Street between Hathaway Street and 8th Street. Ramsey Street, which is approximately 5 miles in length, is a major arterial and has been designated as a commercial corridor that will connect to the community of Cabazon and the county lands to the east. The Downtown

area is currently characterized by underutilized land with many vacant buildings, some of which pre-date the City's incorporation in 1913. Current efforts to revitalize Downtown Banning are informed by the goal to create a vibrant and livable downtown that inspires businesses to reinvest in the community while providing a place for people to shop, work, live and recreate.

The Paseo San Gorgonio Specific Plan covers 66 acres of land area in Downtown Banning and is intended for mixed-use development that includes a government center, retail, office and residential uses linked by plazas, courtyards, and pedestrian pathways. The Specific Plan area will be integrated into greater Downtown Banning and will include development standards that will encourage a more pedestrian-oriented street environment and promote the revitalization of the area.

Exhibit 1.1 shows the regional location of the project site. Exhibit 1.2 shows the project area location.

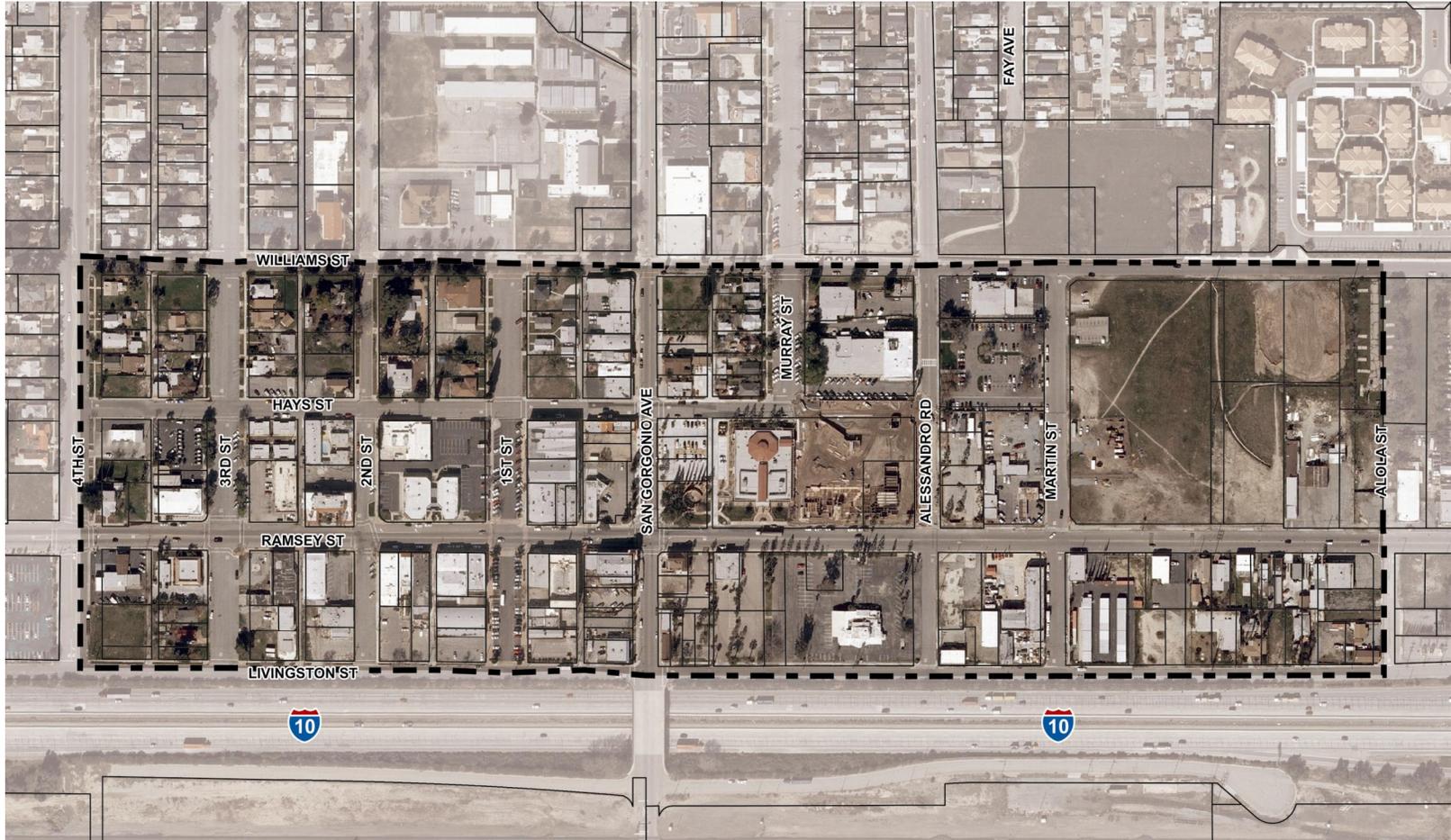


Exhibit 1.2 Specific Plan Location

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2.0 Assessment of Specific Plan Buildout Scenarios

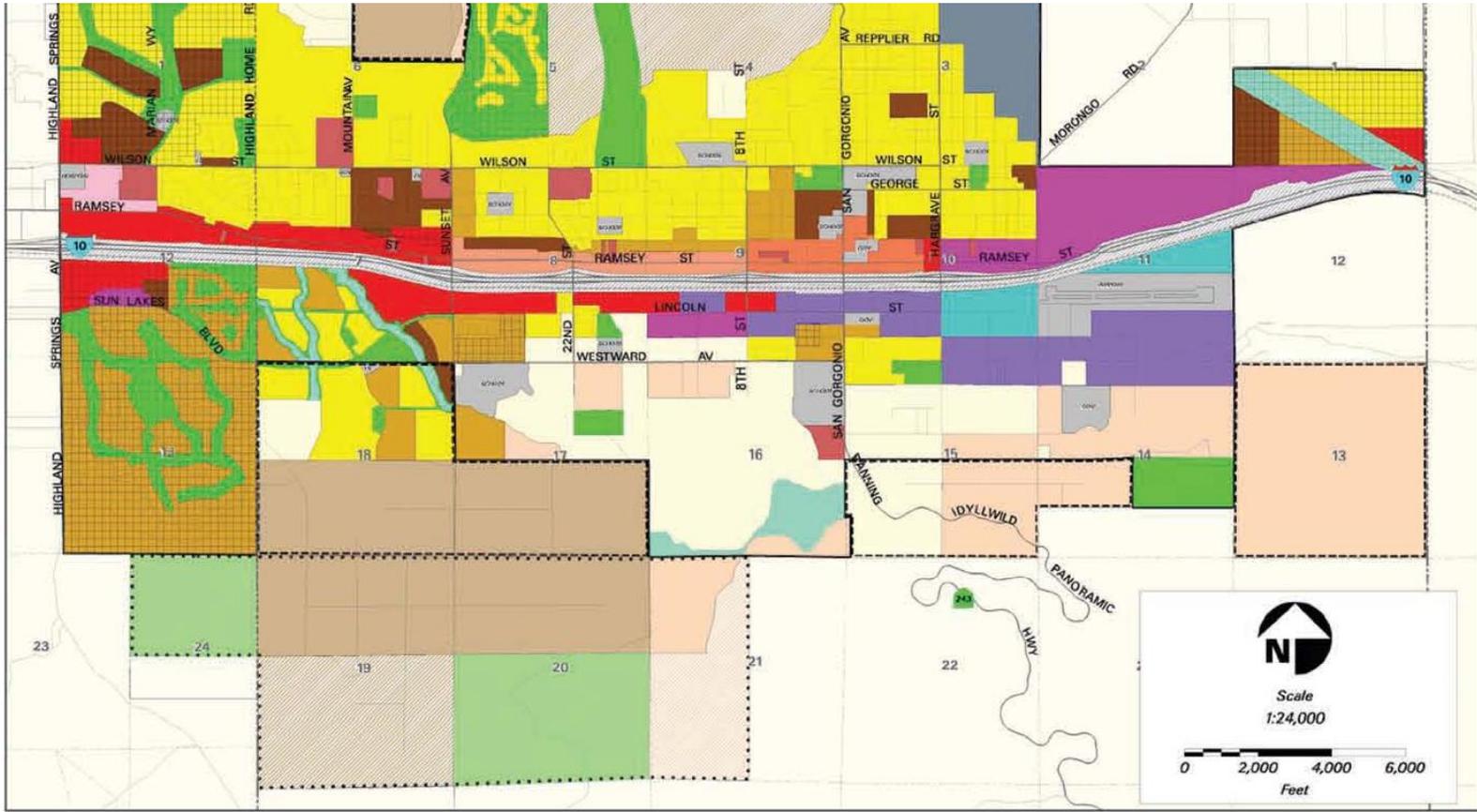
2.0 Assessment of Specific Plan Buildout Scenarios

A. *Introduction*

This section provides information regarding the policy documents that guide planning and development within the Paseo San Gorgonio Specific Plan area and compares the development that will be allowed within the Specific Plan area to the development anticipated by the City's General Plan.

B. *General Plan Policy Framework*

The City of Banning adopted a General Plan in 2006 which provides the goals, policies and programs to guide the development of the City and to preserve its valued assets, resources and quality of life. The Land Use Element of the General Plan specifies the desired land use types and densities and intensities of use on a parcel-by-parcel basis throughout the City. The Paseo San Gorgonio Specific Plan one of the means by which the City will implement the General Plan policies and development of the Specific Plan area must be consistent with the General Plan. Parcels within the Paseo San Gorgonio Specific Plan area are designated either Downtown Commercial (DC) or Public Facilities-Government (PF-G). Refer to Exhibit 2.1 for the land use designations within the Specific Plan area.



LEGEND				
— Banning City Limits	■ Ranch/Agriculture (10 ac min.)	■ Medium Density Residential (0-10 du/ac)	■ Professional Office	■ Public Facilities - RR/Interstate
- - - Banning Sphere of Influence	■ Ranch/Agriculture - Hillside (10 ac min.)	■ High Density Residential (11-18 du/ac)	■ Business Park	■ Open Space - Resources
· · · Banning Planning Areas	■ Rural Residential (0-1 du/ac)	■ Mobile Home Parks	■ Industrial	■ Open Space - Parks
— County Line	■ Rural Residential - Hillside (0-1 du/ac)	■ General Commercial	■ Airport Industrial	■ Open Space - Public
- - - Township/Range Lines	■ Very Low Density Residential (0-2 du/ac)	■ Downtown Commercial	■ Industrial Mineral Resources	■ Open Space - Hillside Preservation
— Section Line	■ Low Density Residential (0-5 du/ac)	■ Highway Serving Commercial	■ Public Facilities	■ Specific Plan Areas
— Major Roads				
— Minor Roads				
— Railroads				

Riverside County Vicinity Map

NOTE:
 1. This map represents the best available information and is intended for general planning purposes only.
 2. The data shown on this map was collected and re-compiled from the following sources:
 City of Banning, California
 City of Beaumont, California
 County of Riverside
 Morongo Band of Mission Indians
 Southern California Association of Governments
 Thomas Bros. Maps

TERRA NOVA
 Planning & Research, Inc.

Exhibit 2.1 General Plan Land Use

The primary uses in the Downtown Commercial land use designation are small scale commercial retail and office uses, services, restaurants and entertainment retail. Auto related uses proposed after adoption of the General Plan are prohibited. All existing auto uses in existence as of the adoption of the General Plan are 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.

The Public Facilities-Government land use designation provides for City Hall, Police Department, Community Center, libraries and similar governmental buildings.

C. *Specific Plan Draft Policy Framework*

The City drafted the Paseo San Gorgonio Master Plan and Design Guide to establish the Paseo San Gorgonio Mixed-Use District with a series of districts to provide regulations for development in the City’s traditional downtown core. This Master Plan was intended to (i) establish a vision to guide future amendments to the City’s General Plan and Zoning Ordinance, and (ii) establishes design guidelines for future development in the downtown. While the Master Plan was never formally adopted as a Specific Plan, it outlined the following objectives for the Paseo San Gorgonio area:

- To create a mixture of land uses, including shops, workplaces, civic buildings, and residences, in a walkable environment.
- To create streets that attract pedestrians and efficiently accommodate bicycles, automobiles, and buses.
- To encourage new and remodeled buildings that work together to define pedestrian-oriented space in the downtown, and complement the historic character of the area.

Density and Intensity
Residential “Density”
The term “density” in a land use context is a measure of the desired population or residential development capacity of the land. Residential density is described in terms of dwelling units per gross acre (du/ac). Gross residential acreage is defined as the area developed to residential use, exclusive of local serving streets, alleys or arterials. For example, the density of a residential development of 200 dwelling units occupying 50 gross acres of land is 4.0 du/ac.
Non-Residential “Intensity”
The term “intensity” refers to the degree of non-residential development based on building characteristics such as height, bulk, floor area ratio, and percentage of lot coverage. Floor Area Ratio (FAR) is a common expression of non-residential land use intensity. The FAR is calculated by dividing the total gross floor area of all buildings on a lot by the total area of that lot. For example, a building with a gross floor area of 5,000 square feet on a 10,000 square foot lot would have an FAR of 0.5 while a building with 20,000 square feet of floor area on the same lot would yield and FAR of 2.0. Higher FAR’s generally indicate larger buildings and/or more stories.

- To enhance the economic and social vitality of the downtown area through design regulations that focus on: building form and relationship to the street; placement of public plazas and other types of open space uses; and streetscape improvements that create a safe, attractive, and engaging environment.
- To create distinct districts in the downtown area that address the historic commercial area, vacant properties, traditional residential neighborhoods, and a variety of civic facilities.

The Master Plan included a Regulating Plan and Districts that outlined allowable uses and form-based development standards for four subdistricts. Within the subdistricts, more than one subzone may exist to respond to subtle differences in the urban character from one area to the other, encouraging a smooth transition from block to block.

Exhibit 2.2 shows the regulating plan and the various subdistricts and subzones.



Exhibit 2.2 Regulating Plan

While the Master Plan includes development standards that regulate building placement, building height, parking, encroachments, and allowed building frontages, it does not provide intensity (floor area ratio or FAR) standards that enable analysis of future land use buildout, future traffic and circulation impacts or greenhouse gas emissions. To allow for the analysis of future impacts described in other sections of this Recommendations Report, a maximum FAR standard was generated for each subdistrict/subzone based on the amount of development allowed by the development standards. Tables 2.1 through 2.11 summarize the general permitted uses, development standards and maximum FAR generated for each subdistrict/subzone.

**Table 2.1 Heritage Village Subzones 1 & 2(HV-1 & HV-2)
Development Standards**

Building Placement		Parking	
Build-to Line (BTL) (Distance from Property Line)		Location (Distance from Property Line)	
Primary Street	10'	Front (Ramsey St.) setback	30' min.
Secondary Street	Between 0' and 10'	Side or rear setback	0' min.
Setback (Distance from Property Line)		Secondary street setback	5' min.
Corner	20' min.	Required Spaces	
Side	0'	Ground floor	
Alley	3' min.	- Uses < 3,000 sf	No off-street parking required
- Adjacent to NV subdistrict	10' min.	- Uses > 3,000 sf	1 space/500 sf
- Adjacent to any other subdistrict	5' min.	- Restaurants	1 space/ 125 sf
Building Form		Upper floor	
Primary street façade to BTL	75% min.	- Residential uses	1.5 spaces/unit
Side street façade to BTL	50% min.	- Residential guest parking	.25 space/unit
Building Width	125' max.	- Other uses	1 space/ 1,000 sf
Building Depth	150' max.	Encroachments	
Use		Location	
Ground Floor	Service, Retail, residential, recreational, education or public assembly	Primary Street	8' max.
Upper Floor	Residential or service	Secondary Street	8' max.
Height		Alley	3' max.
Building Max.	35'	Public Open Space	
Finish Ground Floor Level	6" max. above sidewalk	Minimum 10% of lot area	
First Floor Ceiling Height	12' min. clear	Common/Private Open Space	
Upper Floor Ceiling Height	8' min. clear	Min. 150 sf per residential unit	
Allowed Frontage Types	Storefront, arcade, forecourt, gallery	Maximum Density	18 du/ac

Table 2.2 Heritage Village Subzones 1 and 2 (HV-1 and HV-2) Density/Intensity Yield			
	<i>Scenario 1 (Non-Residential Only)</i>	<i>Scenario 2 (Mixed-Use)¹</i>	
Parcel Conditions	Intensity (FAR) Yield	Intensity (FAR) Yield	Density (du/ac) Yield
Interior lot with frontage on secondary street	1.24	0.56	18 du/ac
Interior lot with frontage on primary street	1.18	0.52	18 du/ac
Corner lot with frontage on primary street	1.05	0.45	18 du/ac
Notes: ¹ Assumes first floor commercial use and residential use on all upper floors.			

**Table 2.3 Town Center Subzone 1 (TC-1)
Development Standards**

Building Placement				Parking	
Build-to Line (BTL) (Distance from Property Line)			Location (Distance from Property Line)		
Primary Street	Between 5' and 15'		Front (Ramsey St.) setback	30' min.	
Secondary Street	Between 5' and 15'		Side or rear setback	0' min.	
Setback (Distance from Property Line)			Secondary street setback	5' min.	
Corner	60' along first 250' from Alessandro Rd; 50' along first 125' from Ramsey St.		Required Spaces		
Side	0'		Ground floor		
Alley	3' min.		- Uses < 3,000 sf	No off-street parking required	
Building Form			- Uses > 3,000 sf	1 space/500 sf	
Primary street façade to BTL	75% min.		- Restaurants	1 space/ 125 sf	
Secondary street façade to BTL	50% min.		Upper floor		
Use			- Residential uses	1.5 spaces/unit	
Ground Floor	Service, Retail, residential, recreational, education or public assembly		- Residential guest parking	.25 space/unit	
Upper Floor	Residential, hotel or service		- Other uses	1 space/ 1,000 sf	
Height			Encroachments		
Building Max.	35'		Primary Street	10'	
	45' with min. 40' setback from primary street		Secondary Street	8' max.	
	65' with min. 100' setback from primary street		Side	0'	
First Floor Ceiling Height	12' min. clear		Rear	4'	
Upper Floor Ceiling Height	8' min. clear		Public Open Space		Minimum 10% of lot area
Allowed Frontage Types	Storefront, arcade, forecourt, gallery		Common/Private Open Space		Min. 150 sf per residential unit
			Maximum Density		24 du/ac

Table 2.4. Town Center Subzone 1 (TC-1)
Density/Intensity Yield

Parcel Conditions	Scenario 1 (Non-Residential Only)		Scenario 2 (Mixed-Use) ¹	
	Intensity (FAR) Yield	Intensity (FAR) Yield	Intensity (FAR) Yield	Density (du/ac) Yield
Corner lot along Ramsey St. and Alessandro	2.25		0.45	24 du/ac
Interior lot	2.74		0.63	24 du/ac

Notes:
¹ Assumes first floor commercial use and residential use on all upper floors.

Table 2.5 Town Center Subzone 2 (TC-2)
Development Standards

Building Placement				Parking	
Build-to Line (BTL) (Distance from Property Line)			Location (Distance from Property Line)		
Primary Street	Between 5' and 15'		Front (Ramsey St.) setback	30' min.	
Secondary Street	Between 5' and 15'		Side or rear setback	0' min.	
Setback (Distance from Property Line)			Secondary street setback	5' min.	
Corner	30' min.		Required Spaces		
Side	0'		Ground floor		
Alley	3' min.		- Uses < 3,000 sf	No off-street parking required	
Building Form			- Uses > 3,000 sf	1 space/500 sf	
Primary street façade to BTL	75% min.		- Restaurants	1 space/ 125 sf	
Secondary street façade to BTL	50% min.		Upper floor		
Use			- Residential uses	1.5 spaces/unit	
Ground Floor	Service, Retail, residential, recreational, education or public assembly		- Residential guest parking	.25 space/unit	
Upper Floor	Residential or service		- Other uses	1 space/ 1,000 sf	
Height			Encroachments		
Building Max.	35'		Primary Street	10'	
	45' with min. 40' setback from primary street		Secondary Street	8' max.	
	65' with min. 100' setback from primary street		Side	0'	
Finish ground floor level	6" max. above sidewalk		Rear	4' max.	
First Floor Ceiling Height	12' min. clear		Public Open Space		
Upper Floor Ceiling Height	8' min. clear		Common/Private Open Space		
Allowed Frontage Types	Storefront, arcade, forecourt, gallery		Maximum Density		
			24 du/ac		

Table 2.6 Town Center Subzone 2 (TC-2) Density/Intensity Yield			
	<i>Scenario 1 (Non-Residential Only)</i>	<i>Scenario 2 (Mixed-Use)¹</i>	
Parcel Conditions	Intensity (FAR) Yield	Intensity (FAR) Yield	Density (du/ac) Yield
Interior Lot	2.66	0.63	24 du/ac
Corner Lot	2.22	0.51	24 du/ac
Notes: 1 Assumes first floor commercial use and residential use on all upper floors.			

Table 2.7 Civic Center Subzone 1 (CC-1)
Development Standards

Building Placement				Parking	
Build-to Line (BTL) (Distance from Property Line)			Location (Distance from Property Line)		
Ramsey/San Gorgonio	Between 5' and 15'		Front (Ramsey St.) setback	30' min.	
Secondary Street	Between 5' and 15'		Side or rear setback	0' min.	
Setback (Distance from Property Line)			Secondary street setback	5' min.	
Corner	30' min.		Required Spaces		
Side	0'		Ground floor		
Alley	3' min.		- Uses < 3,000 sf	No off-street parking required	
Building Form			- Uses > 3,000 sf	1 space/500 sf	
Primary street façade to BTL	75% min.		- Restaurants	1 space/ 125 sf	
Secondary street façade to BTL	50% min.		Upper floor		
Use			- Residential uses	1.5 spaces/unit	
Ground Floor	Office, service, recreation, education or public assembly		- Residential guest parking	.25 space/unit	
Upper Floor	Office, recreation, education or public assembly		- Other uses	1 space/ 1,000 sf	
Height			Encroachments		
Building Max.	35'		Primary Street	10'	
Finish ground floor level	6" max. above sidewalk		Secondary Street	8' max.	
Allowed Frontage Types			Side	0'	
			Rear	4' max.	
			Public Open Space		Minimum 20% of lot area

Table 2.8 Civic Center Subzone 1 (CC-1) Density/Intensity Yield		
	<i>Scenario 1 (Non-Residential Only)</i>	<i>Scenario 2 (Mixed-Use)¹</i>
Parcel Conditions	Intensity (FAR) Yield	
Interior Lot	1.07	N/A
Corner Lot	0.87	N/A
Notes: ¹ Assumes first floor commercial use and residential use on all upper floors.		

Table 2.9 Civic Center Subzone 2 (CC-2)
Development Standards

Building Placement				Parking	
Build-to Line (BTL) (Distance from Property Line)			Location (Distance from Property Line)		
Primary Street (Ramsey)	Between 5' and 15'		Front (Ramsey St.) setback	30' min.	
Secondary Street	Between 5' and 15'		Side or rear setback	0' min.	
Setback (Distance from Property Line)			Secondary street setback	5' min.	
Corner	30' min.		Required Spaces		
Side	0'		Ground floor		
Alley	3' min.		- Uses < 3,000 sf	No off-street parking required	
Building Form			- Uses > 3,000 sf	1 space/500 sf	
Primary street façade to BTL	75% min.		- Restaurants	1 space/ 125 sf	
Secondary street façade to BTL	50% min.		Upper floor		
Use			- Residential uses	1.5 spaces/unit	
Ground Floor	Office, service, recreation, education or public assembly		- Residential guest parking	.25 space/unit	
Upper Floor	Office, recreation, education or public assembly		- Other uses	1 space/ 1,000 sf	
Height			Encroachments		
Building Max.	45'		Primary Street	10'	
Finish ground floor level	6" max. above sidewalk		Secondary Street	8' max.	
Allowed Frontage Types			Side	0'	
	Storefront, arcade, forecourt, gallery		Rear	4' max.	
			Public Open Space		
			Minimum 20% of lot area		

Table 2.10 Civic Center Subzone 2 (CC-2) Density/Intensity Yield		
	<i>Scenario 1 (Non-Residential Only)</i>	<i>Scenario 2 (Mixed-Use)¹</i>
Parcel Conditions	Intensity (FAR) Yield	
Interior Lot	2.13	N/A
Corner Lot	1.74	N/A
Notes: ¹ Assumes first floor commercial use and residential use on all upper floors.		

Table 2.11 Neighborhood Village (NV)
Development Standards

Building Placement				Parking	
Setback (Distance from Property Line)			Location (Distance from Property Line)		
Primary Street	15' min		Front setback	20' min.	
Secondary Street	8' min.		Side or rear setback	0' min.	
Side	5' min		Secondary street setback	5' min.	
Rear, ancillary building	5' min		Rear setback	5'	
Rear, main building	30' min.		Required Spaces		
Building Form			Residential Uses		
Distance between buildings	10' min.		Studio unit	0.5 space	
Depth of ancillary building	28' max.		1-2 bedrooms	1.5 spaces	
Footprint of ancillary building	500 sf max		3+ bedrooms	2 spaces	
Use			Live/work uses		
Ground Floor	Residential or office		Uses < 3,000 sf	No off-street parking required	
Upper Floor	Residential or office		Encroachments		
Height			Primary Street	10' max.	
Building Max.	30'		Secondary Street	4' max.	
Ancillary building Max.	15'		Maximum Density		
	30' if residential use occurs on 2 nd floor				
Finish ground floor level	18" max. above sidewalk				
First Floor Ceiling Height	10' min. clear				
Upper Floor Ceiling Height	8' min. clear				
Allowed Frontage Types	Front yard/porch, stoop, forecourt				

D. General Plan Capacity

Table 2.12 shows the residential, commercial and industrial buildout summaries from the City’s General Plan Land Use Element. The estimated buildout under the General Plan is a total of 26,595 residential units and 16,996,408 square feet of commercial and industrial buildings.

Table 2.12: General Plan Buildout Summary				
<i>Residential</i>				
<i>General Plan Designation</i>	<i>Acres</i>	<i>Existing Units</i>	<i>Future Units</i>	<i>Total Units</i>
Ranch/Agriculture	77.7	0	8	8
Ranch/Agriculture- Hillside	473.3	0	35	35
Rural Residential	595.9	0	471	471
Rural Residential- Hillside	56.2	0	84	84
Very Low Density Residential	2,146.9	8,227	2,875	11,102
Low Density Residential	3,147.4	0	5,928	6,928
Medium Density Residential	1,018.7	0	2,720	2,720
High Density Residential	369.9	1,021	2,881	3,902
Mobile Home Park	130.4	1,156	189	1,345
Residential Total	8,016.4	10,404	16,191	26,595
<i>Commercial and Industrial</i>				
<i>General Plan Designation</i>	<i>Acres Developed</i>	<i>Acres Vacant</i>	<i>Acres Total</i>	<i>Total Potential Square Footage</i>
General Commercial	203.8	252.1	455.9	4,368,981
Highway Serving Commercial	103.0	7.3	110.3	1,057,027
Downtown Commercial	86.0	11.3	97.3	932,445
Professional Office	23.0	18.6	41.6	398,629

Table 2.12: General Plan Buildout Summary				
Business Park	91.6	292.1	383.7	4,178,493
Industrial	146.7	274.1	420.8	4,582,512
Airport Industrial	41.6	94.2	135.8	1,478,321
Industrial-Mineral Resources	188.5	27.7	216.2	N/A
Commercial/Industrial Total	884.2	977.4	1,861.2	16,996,408

E. Buildout Calculations- Draft Specific Plan

Utilizing the density standard specified in the Master Plan and the intensity (FAR) standard generated above, the anticipated buildout of the Specific Plan area was calculated. The buildout is provided for two different land use scenarios. Scenario 1 assumes future development will not include additional residential units, except for within the Neighborhood Village subdistrict which is primarily a residential area. Scenario 2 assumes future development will include additional residential development in conjunction with non-residential development, creating mixed-use districts.

Table 2.13 summarizes the existing land uses and the estimated buildout for Scenario 1. Table 2.14 shows Scenario 2.

Table 2.13: Buildout Calculations Scenario 1					
Land Use	Existing			Estimated Buildout	
	Acres	Sq Ft	Du's	Sq Ft	Du's
Commercial ¹	14.09	228,321	--	2,161,573	--
Other Non-Residential Uses	25.61	133,768	--	183,517	--
Residential ²	5.42	--	82	--	85
Total	45.11	362,091	82	2,345,091	85
Notes:					
<ol style="list-style-type: none"> 1. Includes non-residential component of live/work uses. 2. Includes residential component of live/work uses. 					

Table 2.14: Buildout Calculations Scenario 2					
Land Use	Existing			Estimated Buildout	
	Acres	Sq Ft	Du's	Sq Ft	Du's
Commercial ¹	14.09	228,321	--	1,191,885	--
Other Non-Residential Uses	25.61	133,768	--	183,517	--
Residential ²	5.42	--	82		503
Total	45.11	362,091	82	1,375,402	503
Notes:					
<ol style="list-style-type: none"> 1. Includes non-residential component of live/work uses. 2. Includes residential component of live/work uses. 					

F. Buildout Calculations- Recommended Alternative

Table 2.15 shows the buildout calculations for the alternative recommended by this report.

Table 2.15: Buildout Calculations Recommended Alternative					
Land Use	Existing			Estimated Buildout	
	Acres	Sq Ft	Du's	Sq Ft	Du's
Commercial ¹	14.09	228,321	--	564,465	--
Other Non-Residential Uses	25.61	133,768	--	60,700	--
Residential ²	5.42	--	82	--	96
Total	45.11	362,091	82	625,165	96
Notes:					
1. Includes non-residential component of live/work uses.					
2. Includes residential component of live/work uses.					

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Proud History
Prosperous Tomorrow

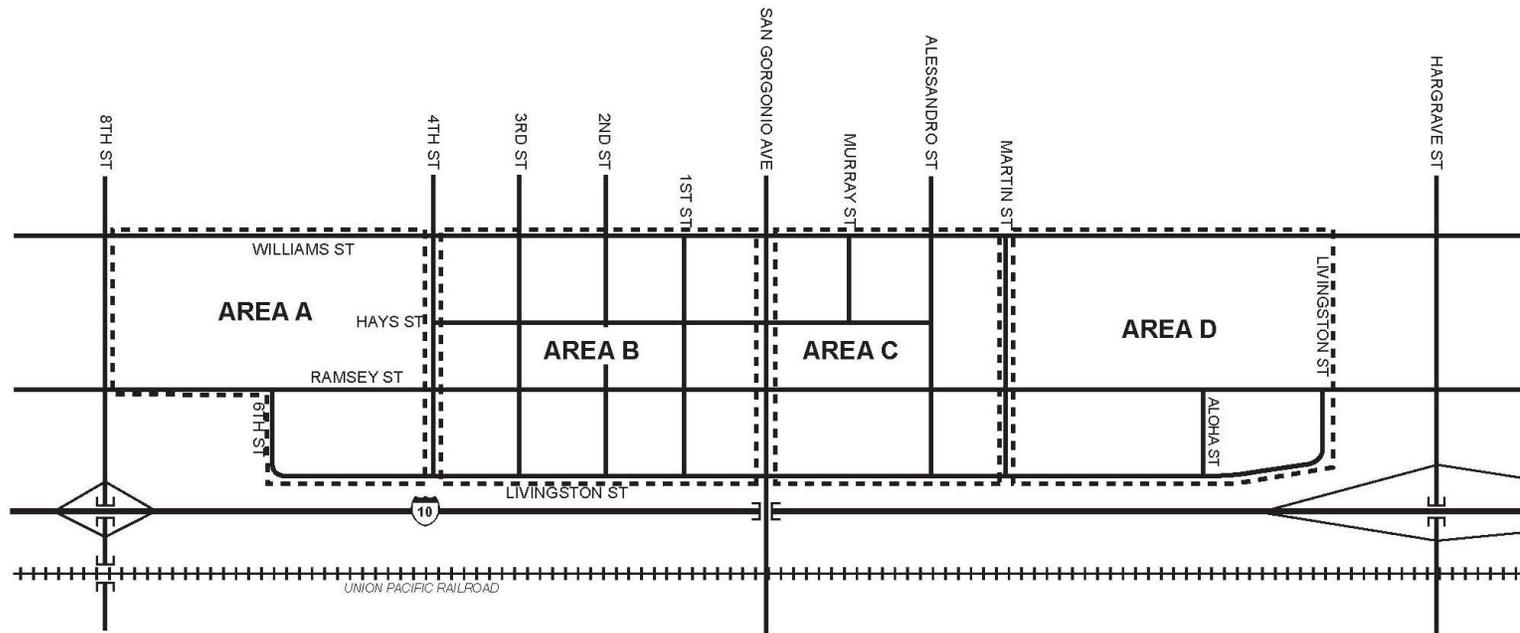
3.1 Strategic Parking Analysis

3.1 Strategic Parking Analysis

A. Existing Parking Supply, Demand, and Utilization

Parking operations assuming implementation of the proposed project are analyzed to determine the adequacy of available supply and the need to construct new parking either through private development or public sector involvement. The analysis identifies forecast demand associated with the proposed project land uses and parking supply required based on the parking requirements identified in the *Paseo San Geronimo Master Plan and Design Guide (The Planning Center, Draft #2)*.

Current parking demand was determined using bi-hourly parking counts for public on-street parking within the downtown area. The parking study area is shown in Exhibit 3.1.1. The on-street parking study sub-areas are shown in Exhibits 3.1.2 through 3.1.5.



Legend:
 - - - - - Parking Study Area Boundary

Exhibit 3.1.1 Parking Study Areas

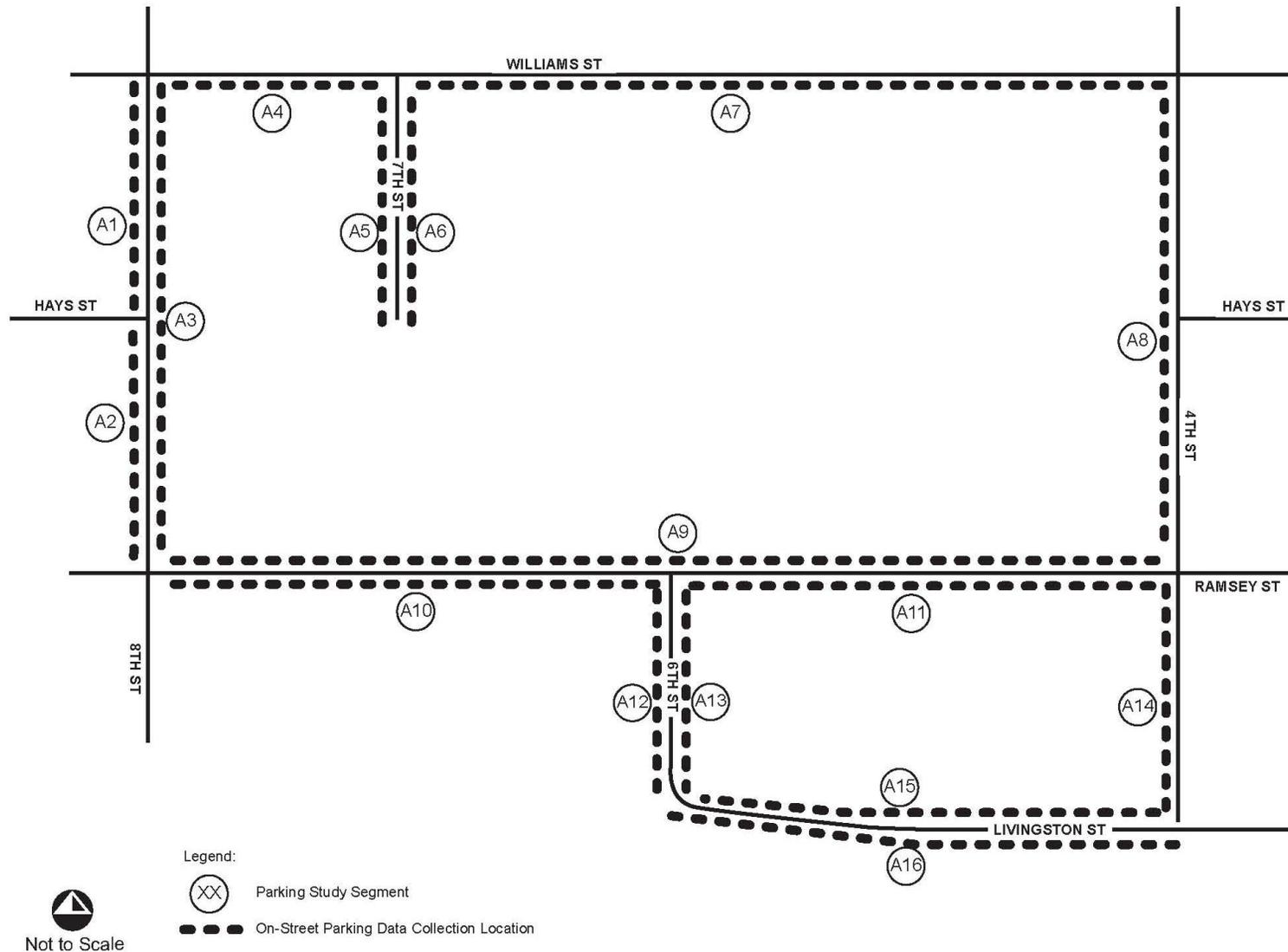


Exhibit 3.1.2 Area A- Parking Study Area

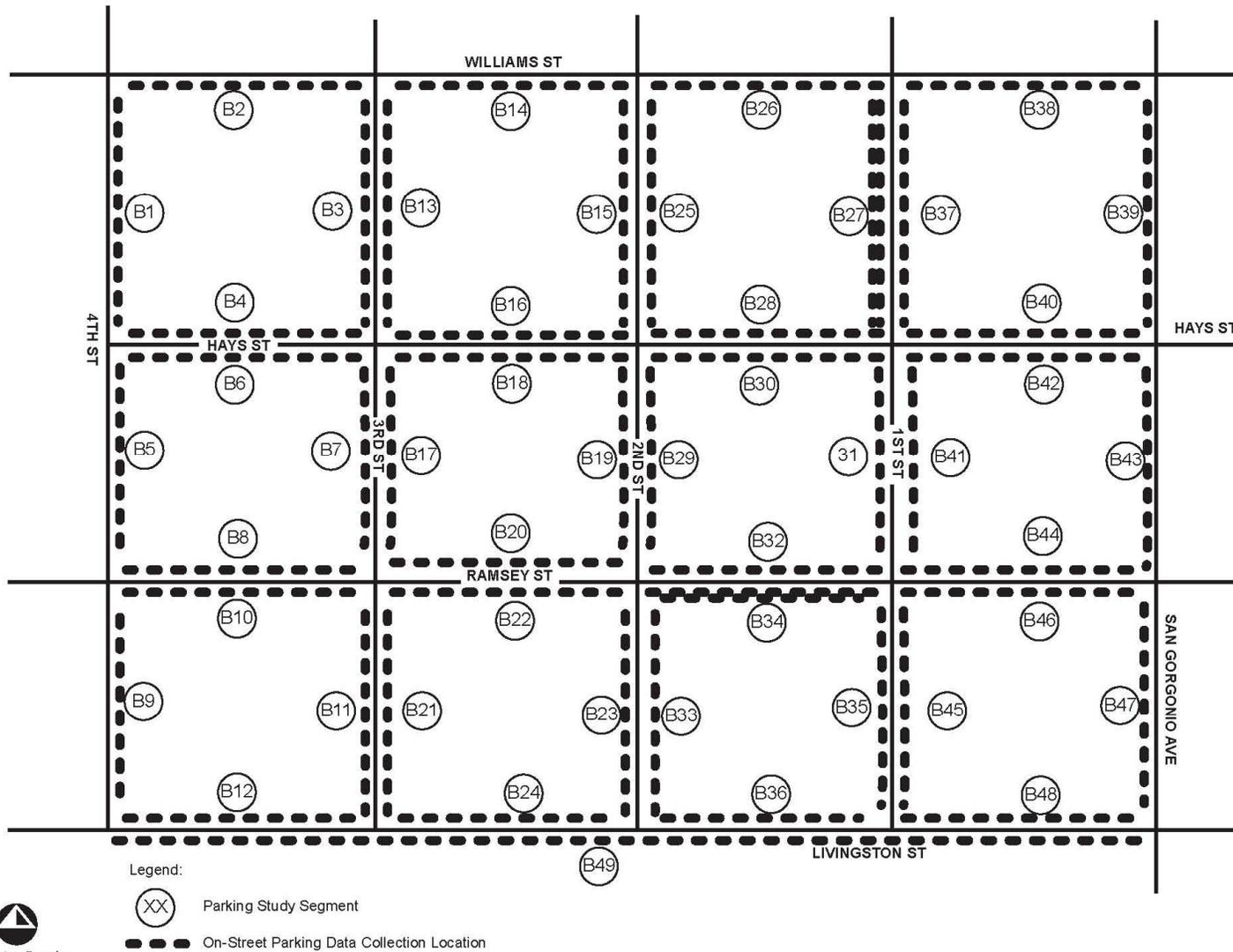
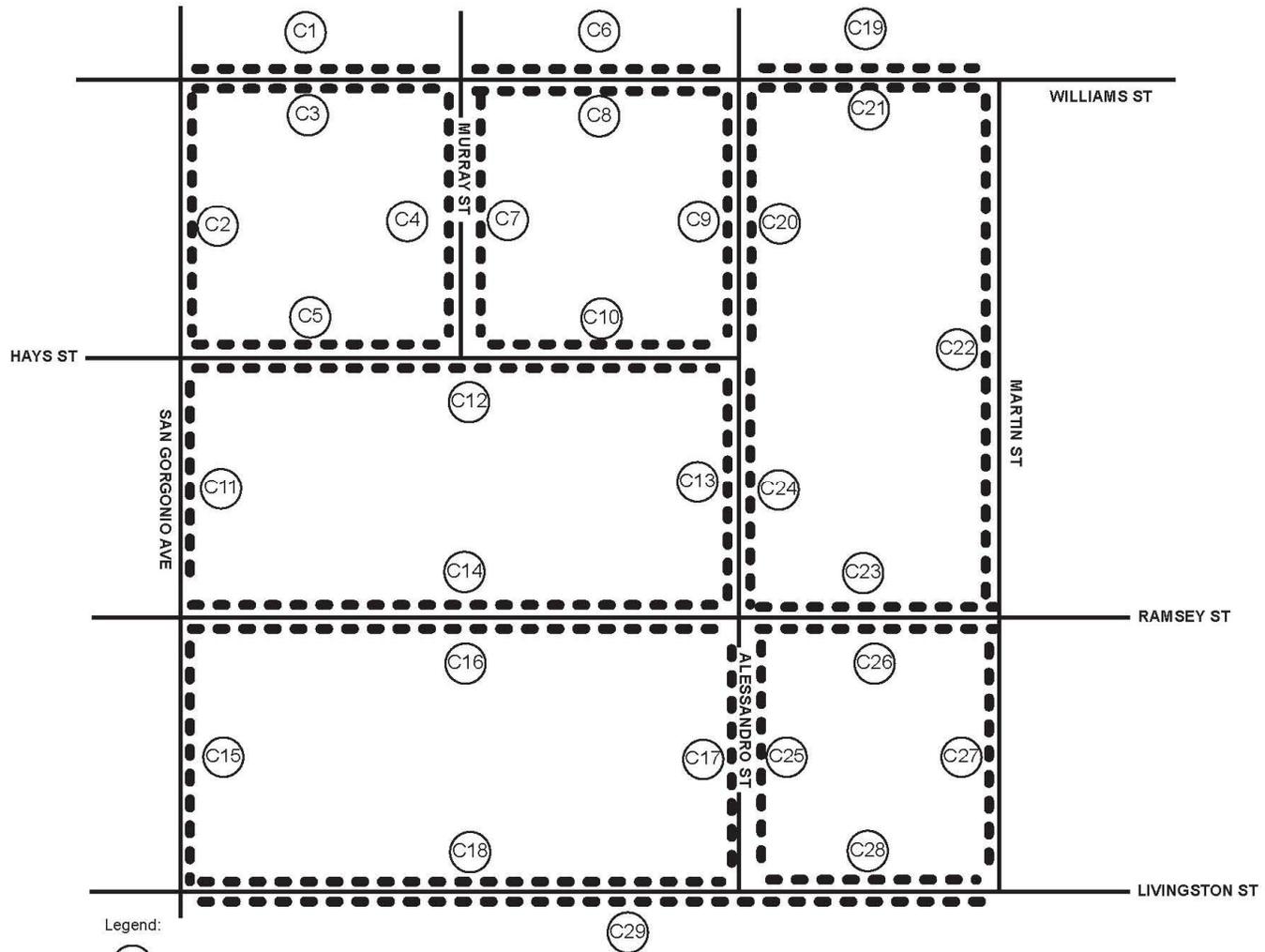


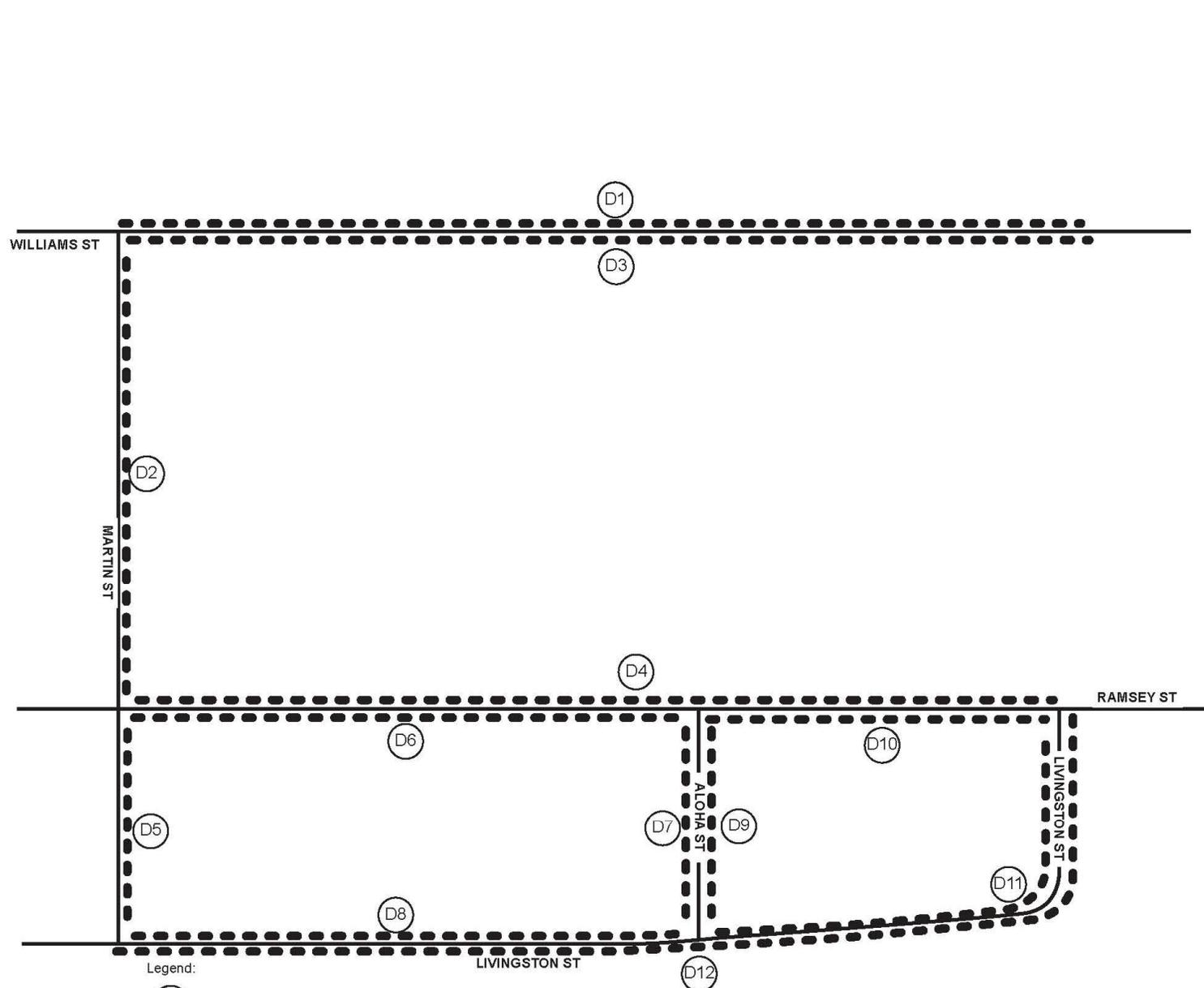
Exhibit 3.1.3 Area B- Parking Study Area




 Not to Scale

- Legend:
-  Parking Study Segment
 -  On-Street Parking Data Collection Location

Exhibit 3.1.4 Area C- Parking Study Area



- Legend:
-  Parking Study Segment
 -  On-Street Parking Data Collection Location


Not to Scale

Exhibit 3.1.5 Area D Parking Study Areas

Existing Parking Supply

As requested by City staff, parking counts were collected on Wednesday, February 3, 2010, while schools were in session and when high demand occurred at the downtown movie theater; detailed traffic count data is contained in Appendix A. Parking data collection occurred bi-hourly between 9:00 a.m. and 5:00 p.m. and is identified within parking Area A, B, C, or D. Tables 3.1.1 through 3.1.4 summarizes the observed on-street parking supply, which is also shown in Exhibits 3.1.6 through 3.1.9.

Table 3.1.1 Observed On-Street Parking Supply Parking Area A	
<i>Location</i>	<i># of Parking Spaces Available</i>
A1	7
A2	3
A3	8
A4	7
A5	8
A6	9
A7	22
A8	14
A9	12
A10	7
A11	11
A12	6
A13	6
A14	6
A15	16
A16	21
Total	163

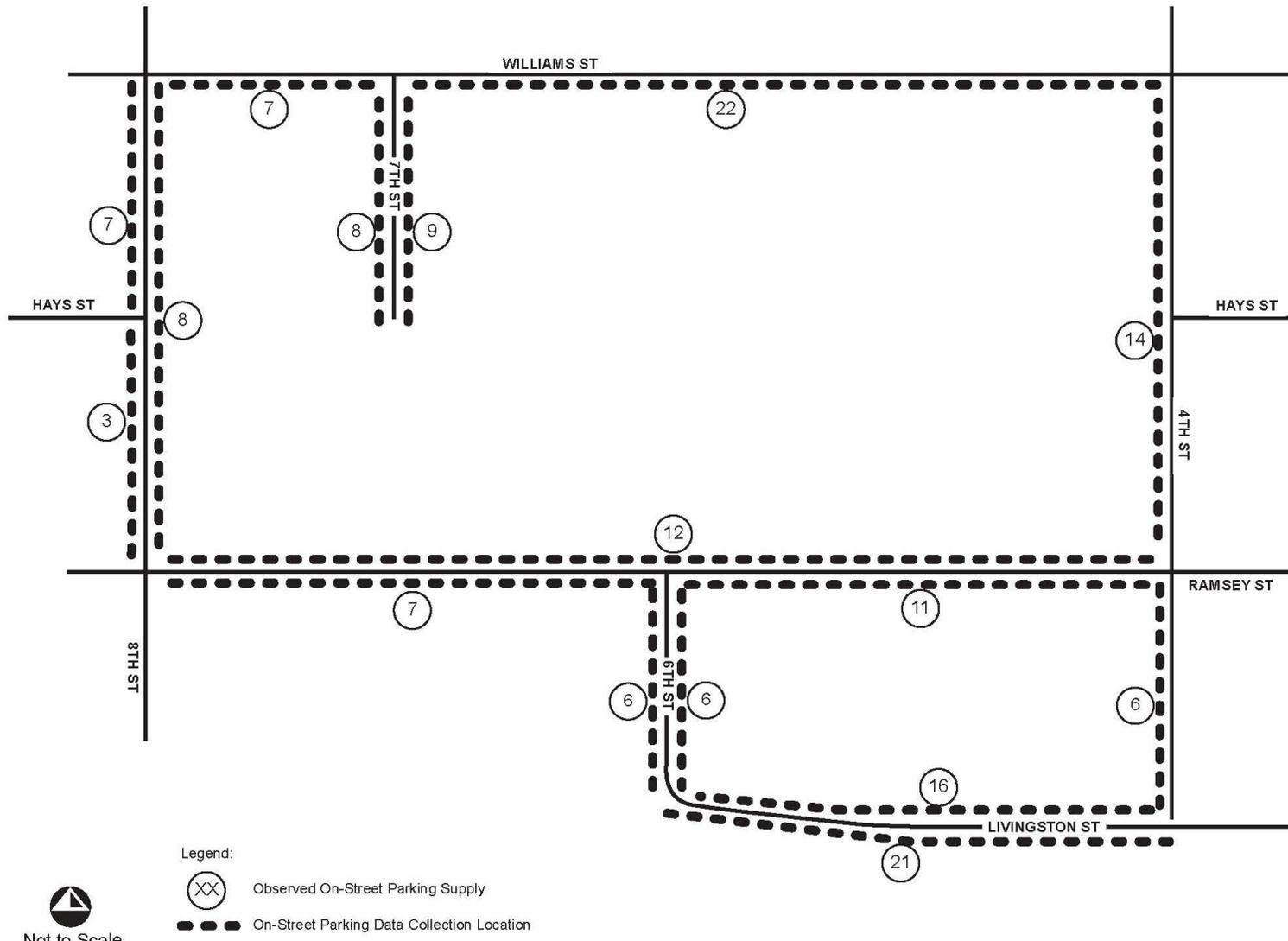
Table 3.1.2 Observed On-Street Parking Supply
Parking Area B

<i>Location</i>	<i># of Parking Spaces Available</i>	<i>Location</i>	<i># of Parking Spaces Available</i>
B1	10	B26	0
B2	8	B27	9
B3	9	B28	8
B4	6	B29	6
B5	6	B30	8
B6	6	B31	17
B7	10	B32	6
B8	3	B33	13
B9	4	B34	6
B10	3	B35	19
B11	7	B36	8
B12	8	B37	9
B13	6	B38	2
B14	7	B39	8
B15	9	B40	6
B16	8	B41	20
B17	13	B42	7
B18	8	B43	5
B19	5	B44	5
B20	2	B45	19
B21	6	B46	8
B22	3	B47	5
B23	5	B48	7
B24	6	B49	52
B25	9	Total	420

Table 3.1.3 Observed On-Street Parking Supply
Parking Area C

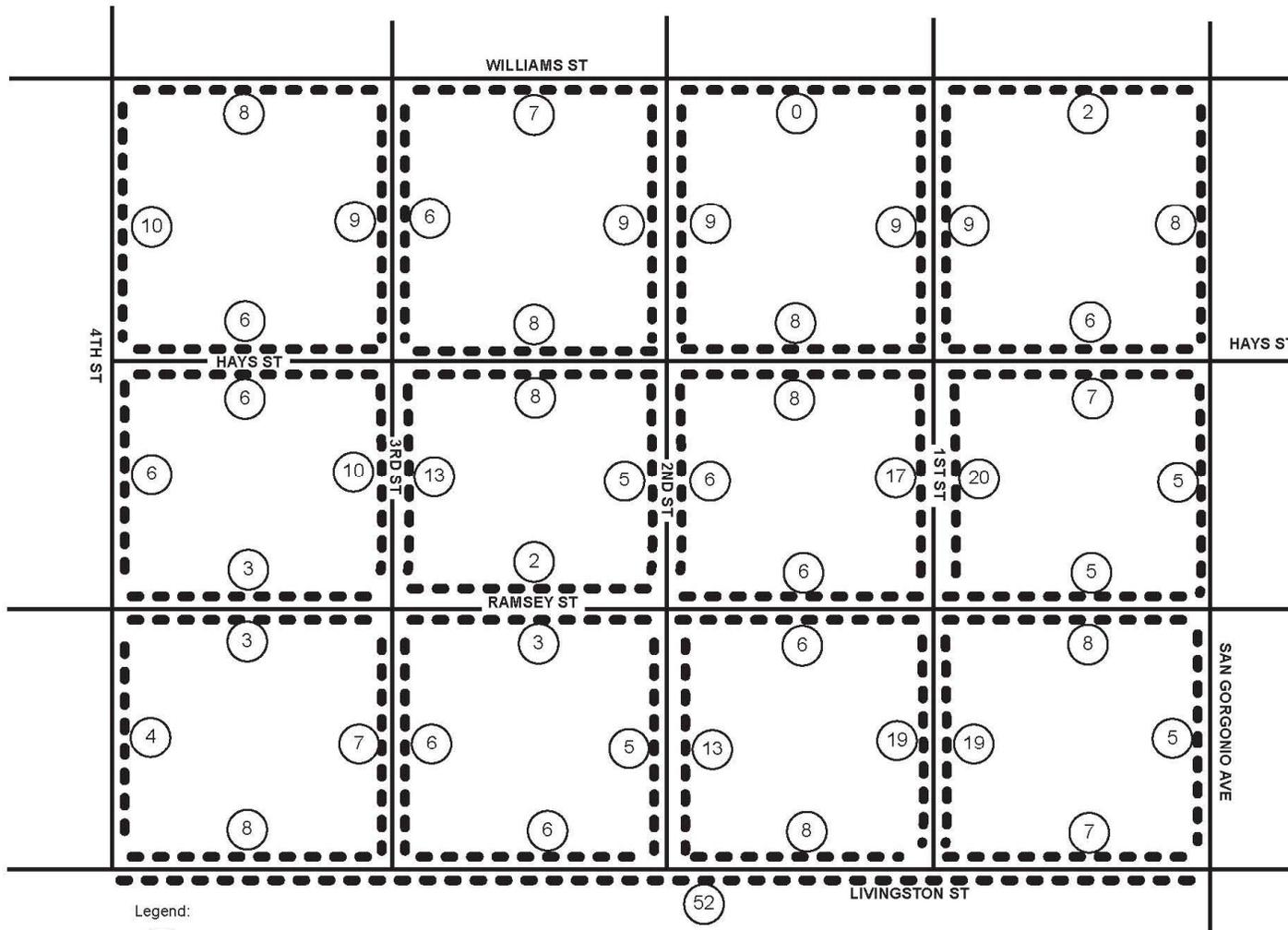
<i>Location</i>	<i># of Parking Spaces Available</i>
C1	10
C2	6
C3	10
C4	16
C5	6
C6	6
C7	10
C8	8
C9	1
C10	0
C11	6
C12	7
C13	5
C14	6
C15	7
C16	11
C17	8
C18	15
C19	7
C20	5
C21	4
C22	12
C23	4
C24	6
C25	6
C26	2
C27	8
C28	6
C29	40
Total	238

Table 3.1.4 Observed On-Street Parking Supply Parking Area D	
<i>Location</i>	<i># of Parking Spaces Available</i>
D1	56
D2	16
D3	60
D4	26
D5	7
D6	12
D7	4
D8	22
D9	5
D10	11
D11	15
D12	64
Total	298



Not to Scale

Exhibit 3.1.7 Area A- Observed On-Street Parking Supply

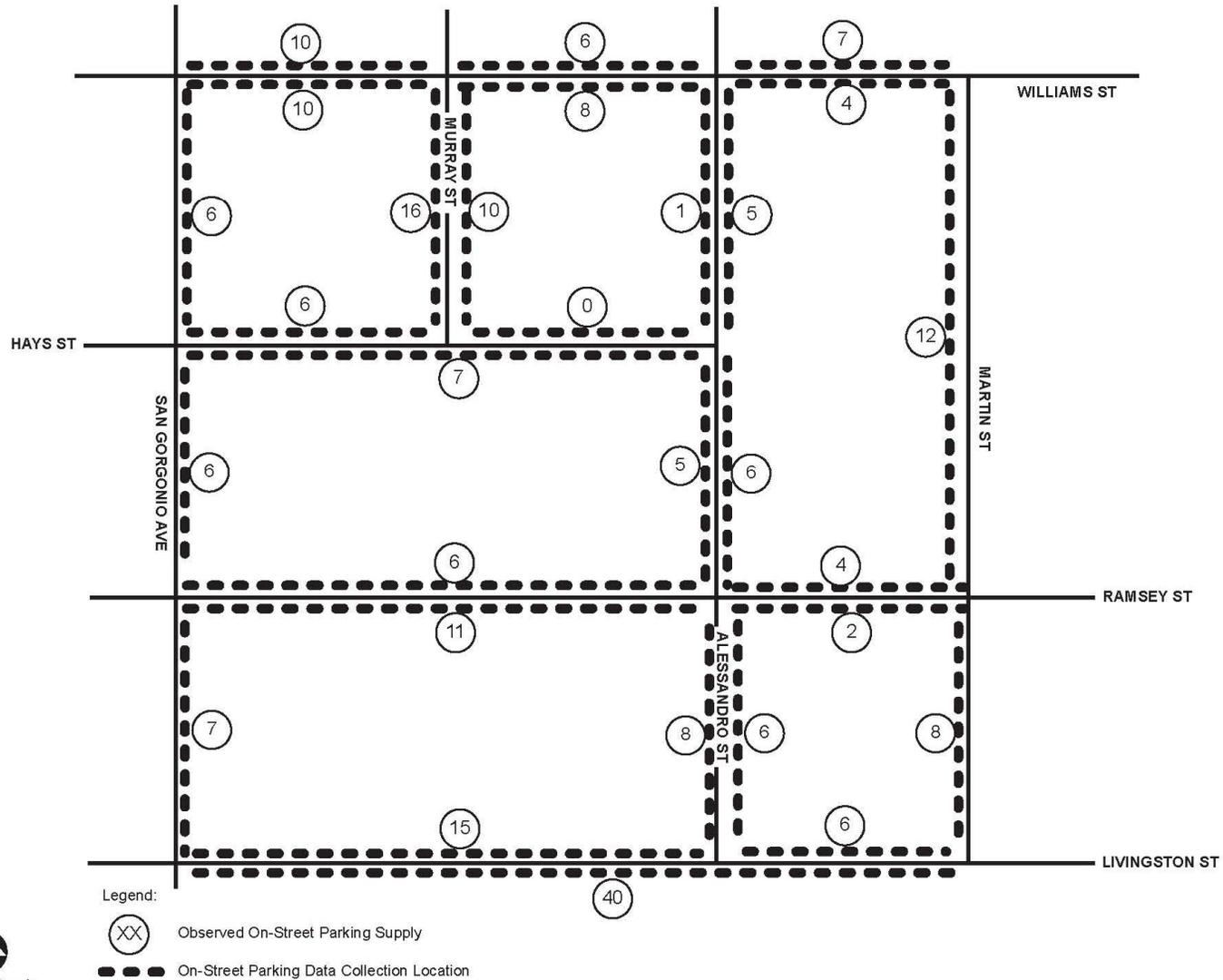


- Legend:
- (with XX) Observed On-Street Parking Supply
 - On-Street Parking Data Collection Location



Not to Scale

Exhibit 3.1.7 Area B- Observed On-Street Parking Supply



Not to Scale

Exhibit 3.1.8 Area C- Observed On-Street Parking Supply

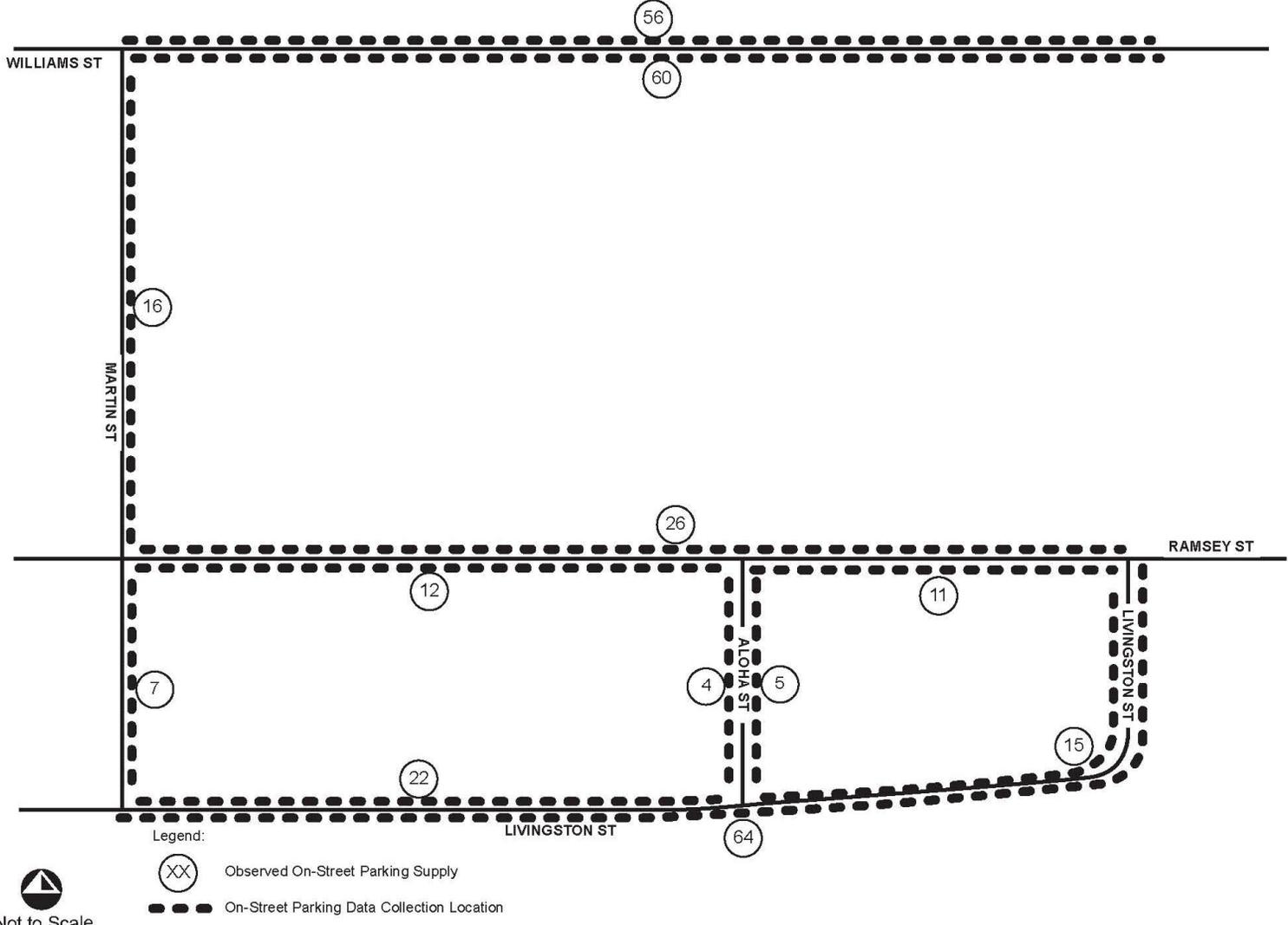


Exhibit 3.1.9 Area D- Observed On-Street Parking Supply

As shown in Tables 3.1.1 through 3.1.4, a total of approximately 1,119 parking spaces are available within the project study area comprising approximately 163 parking spaces in Area A, approximately 420 parking spaces in Area B, approximately 238 parking spaces in Area C, and approximately 298 parking spaces in Area D. It should be noted, parking supply was determined based on the length of the street edge accounting for driveways divided by a uniform 25 feet parking stall. Some existing on-street parking supply is adjacent a graded shoulder and does not include pedestrian amenities such as the roadway curb and gutter, and pedestrian scale landscaping.

Existing Parking Demand

After review of the observed occupancy data from the February 2010 parking demand inventory, the peak period parking demand was found to be between 1:00 p.m. and 3:00 p.m. Tables 3.1.5 through 3.1.8 summarize the observed on-street 1:00 p.m. peak period parking demand, which is also shown in Exhibits 3.1.10 through 3.1.13.

Table 3.1.5 Observed On-Street 1:00 PM Peak Period Parking Demand Parking Area A	
<i>Location</i>	<i>Parking Demand</i>
A1	1
A2	0
A3	1
A4	0
A5	3
A6	1
A7	5
A8	7
A9	2
A10	4
A11	0
A12	3
A13	0
A14	0
A15	0
A16	0
Total	27

Table 3.1.6 Observed On-Street 1:00 PM Peak Period Parking Demand Parking Area B			
<i>Location</i>	<i>Parking Demand</i>	<i>Location</i>	<i>Parking Demand</i>
B1	2	B26	0
B2	1	B27	1
B3	0	B28	0
B4	0	B29	2
B5	0	B30	0
B6	2	B31	14
B7	4	B32	6
B8	2	B33	6
B9	0	B34	3
B10	2	B35	17
B11	1	B36	8
B12	0	B37	5
B13	0	B38	0
B14	0	B39	4
B15	0	B40	1
B16	2	B41	19
B17	11	B42	0
B18	3	B43	0
B19	5	B44	5
B20	0	B45	19
B21	3	B46	8
B22	1	B47	4
B23	1	B48	5
B24	0	B49	0
B25	0	Total	167

Table 3.1.7 Observed On-Street 1:00 PM Peak Period Parking Demand Parking Area C	
<i>Location</i>	<i>Parking Demand</i>
C1	1
C2	5
C3	0
C4	14
C5	4
C6	4
C7	10
C8	8
C9	0
C10	0
C11	4
C12	6
C13	0
C14	4
C15	6
C16	1
C17	0
C18	0
C19	0
C20	2
C21	1
C22	5
C23	0
C24	2
C25	0
C26	0
C27	2
C28	0
C29	0
Total	79

Table 3.1.8 Observed On-Street 1:00 PM Peak Period Parking Demand Parking Area D	
<i>Location</i>	<i>Parking Demand</i>
D1	0
D2	3
D3	0
D4	2
D5	1
D6	2
D7	0
D8	1
D9	0
D10	0
D11	0
D12	0
Total	9

As shown in Tables 3.1.5 through 3.1.8, approximately 282 parking spaces are utilized during the 1:00 p.m. peak period consisting of 27 parking spaces in Area A, 167 parking spaces in Area B, 79 parking spaces in Area C, and 9 parking spaces in Area D.

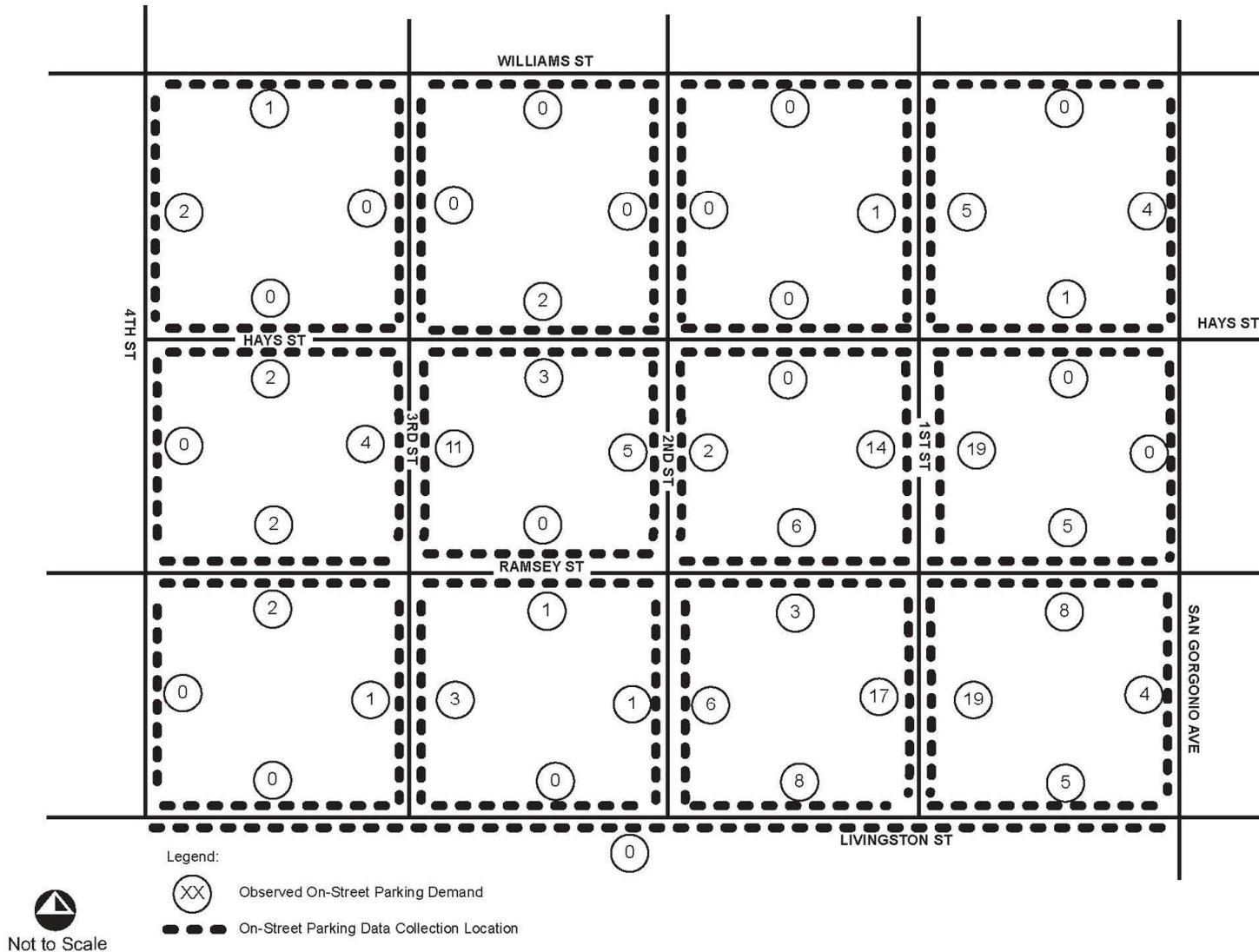
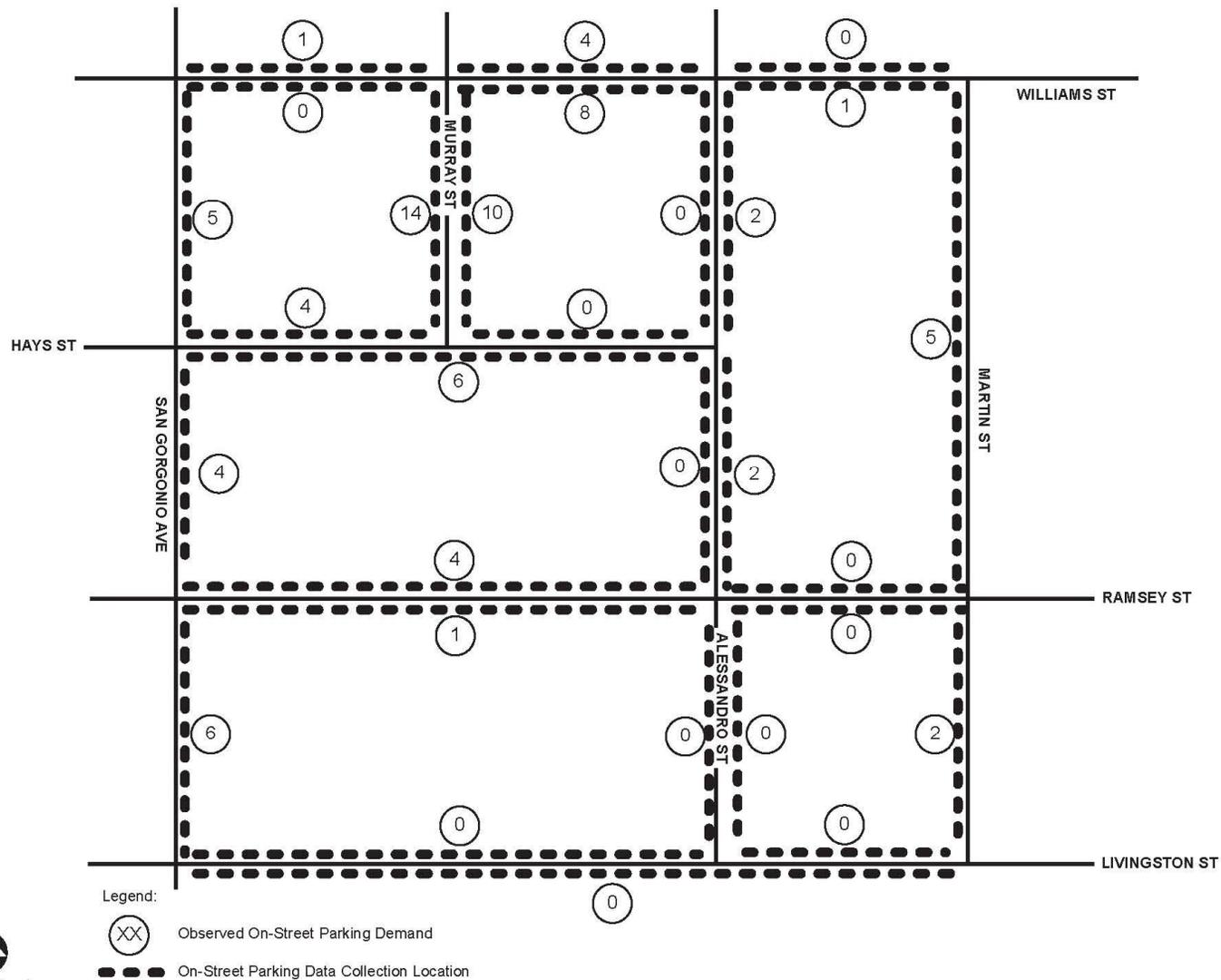


Exhibit 3.1.11- Area B- Observed On-Street Parking Demand - 1:00 p.m.



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Exhibit 3.1.12- Area C- Observed On-Street Parking Demand - 1:00 p.m.

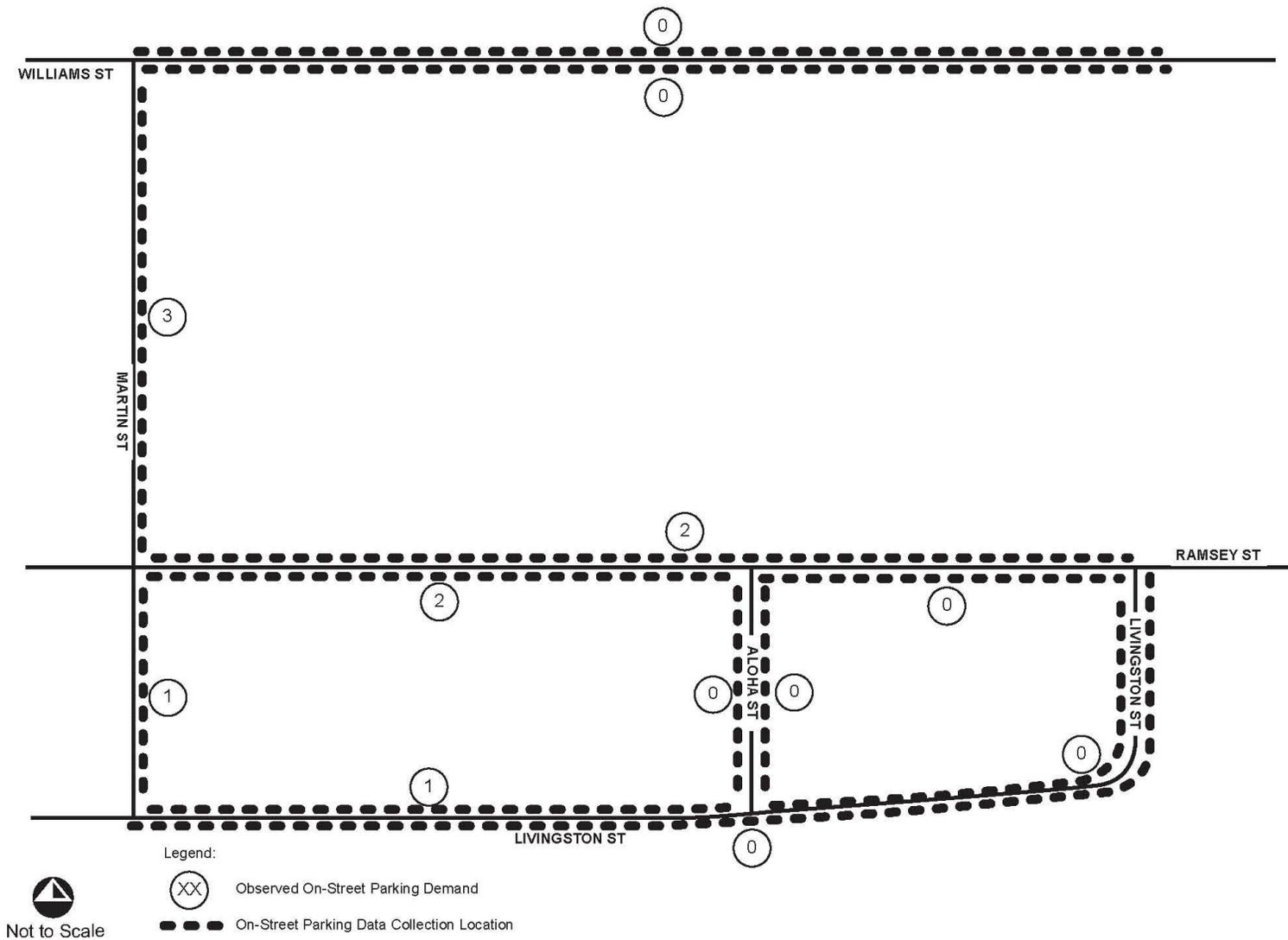


Exhibit 3.1.13- Area D- Observed On-Street Parking Demand - 1:00 p.m.

Existing Parking Utilization

Tables 3.1.9 through 3.1.12 summarize the observed 1:00 p.m. peak period parking utilization, which is also shown in Exhibits 3.1.14 through 3.1.17.

Table 3.1.9 Observed Peak Period Parking Utilization Parking Area A	
<i>Location</i>	<i>Parking Utilization</i>
A1	14%
A2	0%
A3	13%
A4	0%
A5	38%
A6	11%
A7	23%
A8	50%
A9	17%
A10	57%
A11	0%
A12	50%
A13	0%
A14	0%
A15	0%
A16	0%
Total	17%

Table 3.1.10 Observed Peak Period Parking Utilization
Parking Area B

<i>Location</i>	<i>Parking Utilization</i>	<i>Location</i>	<i>Parking Utilization</i>
B1	20%	B26	0%
B2	13%	B27	11%
B3	0%	B28	0%
B4	0%	B29	33%
B5	0%	B30	0%
B6	33%	B31	82%
B7	40%	B32	100%
B8	67%	B33	46%
B9	0%	B34	50%
B10	67%	B35	89%
B11	14%	B36	100%
B12	0%	B37	56%
B13	0%	B38	0%
B14	0%	B39	50%
B15	0%	B40	17%
B16	25%	B41	95%
B17	85%	B42	0%
B18	38%	B43	0%
B19	100%	B44	100%
B20	0%	B45	100%
B21	50%	B46	100%
B22	33%	B47	80%
B23	20%	B48	71%
B24	0%	B49	0%
B25	0%	Total	36%

Table 3.1.11 Observed Peak Period Parking Utilization Parking Area C	
<i>Location</i>	<i>Parking Utilization</i>
C1	10%
C2	83%
C3	0%
C4	88%
C5	67%
C6	67%
C7	100%
C8	100%
C9	0%
C10	0%
C11	67%
C12	86%
C13	0%
C14	67%
C15	86%
C16	9%
C17	0%
C18	0%
C19	0%
C20	40%
C21	25%
C22	42%
C23	0%
C24	33%
C25	0%
C26	0%
C27	25%
C28	0%
C29	0%
Total	34%

Table 3.1.12 Observed Peak Period Parking Utilization Parking Area D	
<i>Location</i>	<i>Parking Utilization</i>
D1	0%
D2	19%
D3	0%
D4	8%
D5	14%
D6	17%
D7	0%
D8	5%
D9	0%
D10	0%
D11	0%
D12	0%
Total	5%

As show in Tables 3.1.9 through 3.1.12, the average parking utilization is 17 percent for Area A, 36 percent for Area B, 34 percent for Area C, and 5 percent for Area D. Overall, within the downtown parking study area, the peak demand of 282 parked vehicles equates to 25 percent utilization of downtown supply (282 parked vehicles divided by 1,119 spaces).

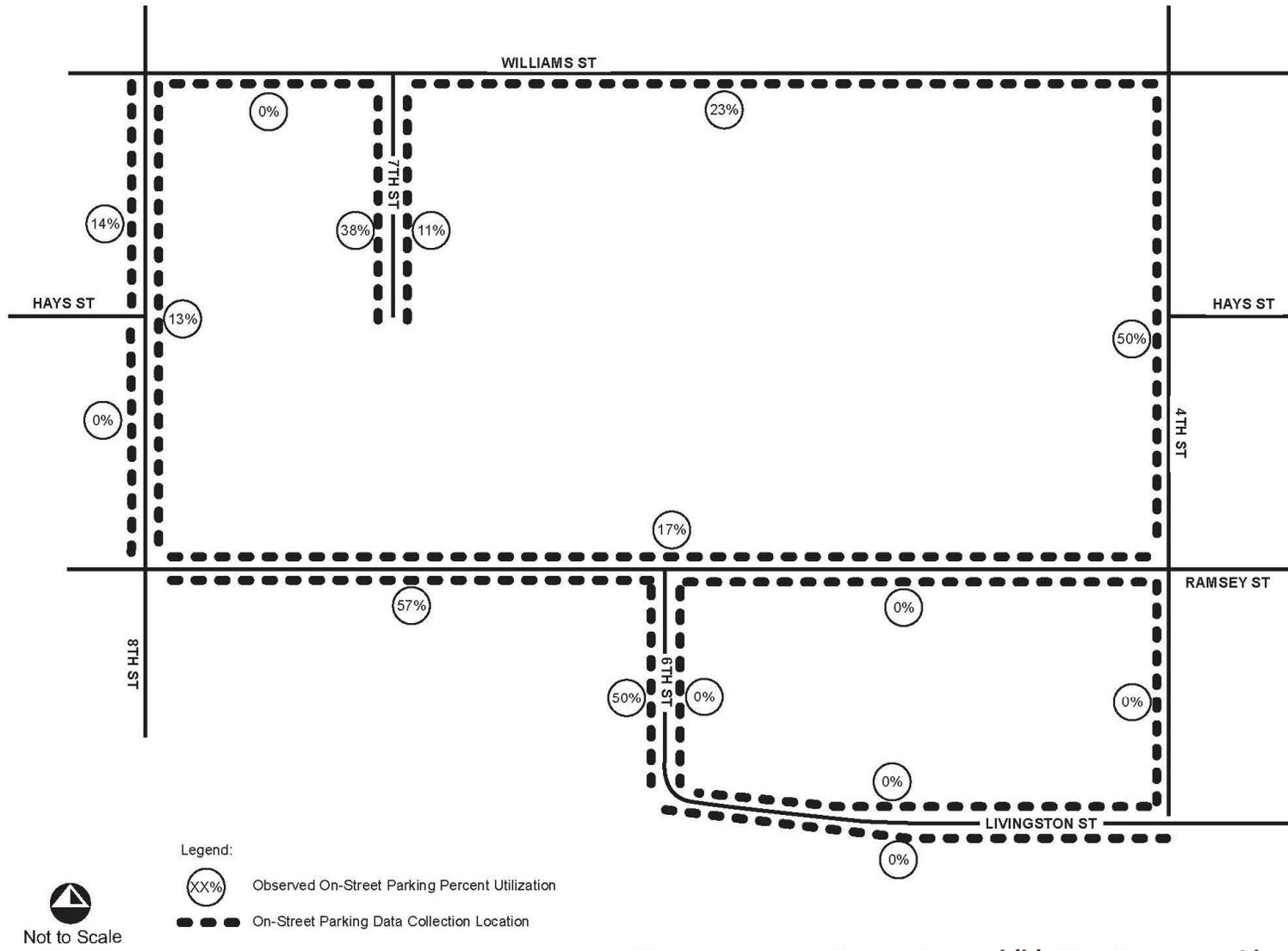
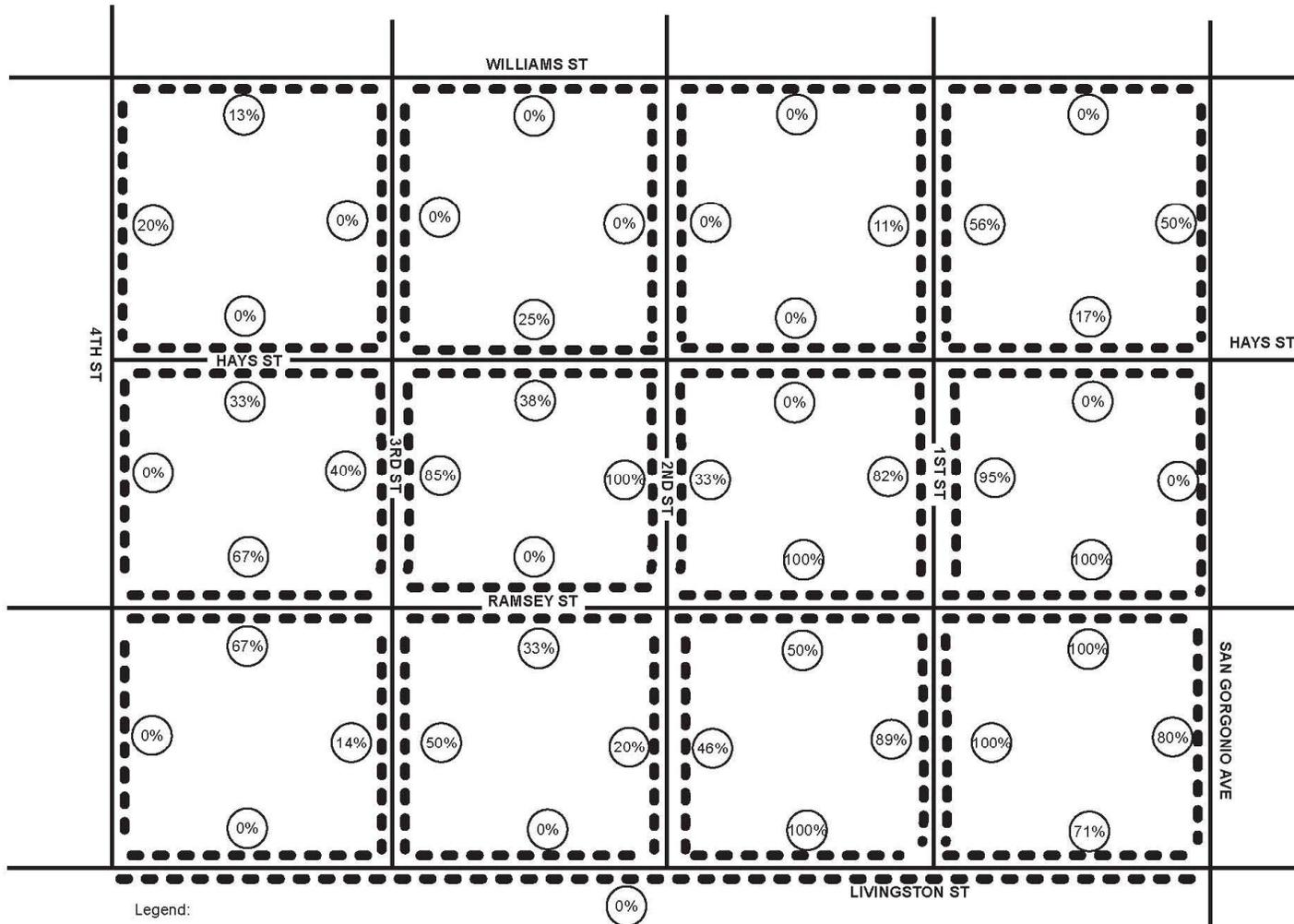


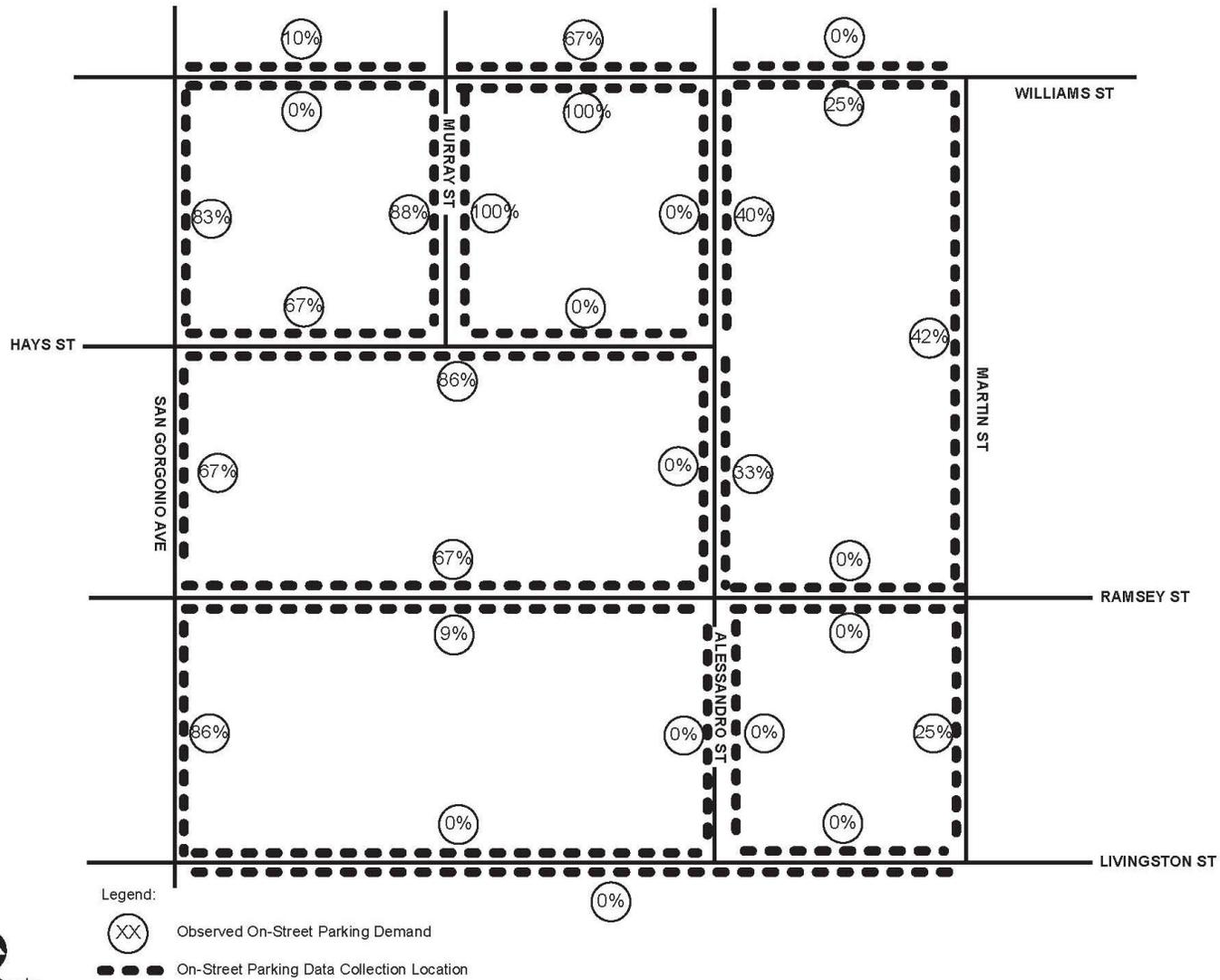
Exhibit 3.1.14- Area A- Observed On-Street Parking Utilization- 1:00 p.m.



Legend:
 (XX%) Observed On-Street Parking Percent Utilization
 - - - - On-Street Parking Data Collection Location

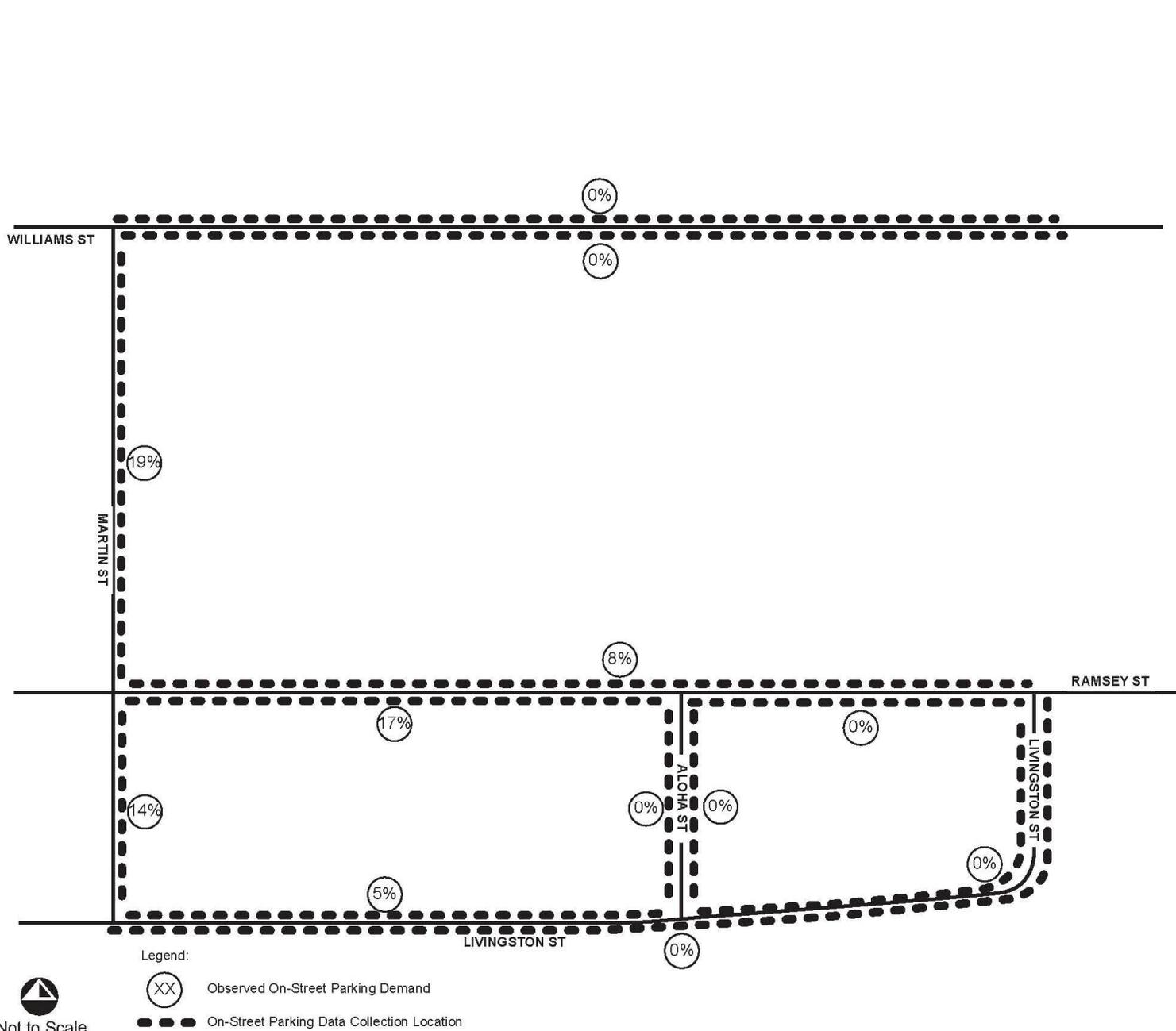

 Not to Scale

Exhibit 3.1.15- Area B- Observed On-Street Parking Utilization- 1:00 p.m.



Not to Scale

Exhibit 3.1.16- Area C- Observed On-Street Parking Utilization- 1:00 p.m.



Not to Scale

- Legend:
- Observed On-Street Parking Demand
 - On-Street Parking Data Collection Location

Exhibit 3.1.17- Area D- Observed On-Street Parking Utilization- 1:00 p.m.

B. *Calculated Parking Demand For Recommended Alternative*

Regulating Plan and Districts

According to the *Paseo San Gorgonio Master Plan and Design Guide (The Planning Center, Draft #2)*, the Regulating Plan comprises the following four subdistricts, which contains tailored standards for building placement, design, and use based on the intent of each of the subdistricts:

- Heritage Village;
- Town Core;
- Civic Center; and
- Neighborhood Village.

Each subdistrict as identified in the Regulating Plan also makes use of subzones such that development standards for each subzone provides an opportunity for differences in the urban character from one area to the other, which encourages a smooth transition from one block to the next. Heritage Village, Town Core, and Civic Center subdistricts each contain two subzones, and the Neighborhood Village contains one subzone, for a total of seven subzones.

Recommended Alternative Land Use

The Recommended Alternative buildout used to calculate parking demand is shown in Table 3.1.13.

Table 3.1.13 Buildout Calculations Recommended Alternative			
Land Use	Acres	Estimated Buildout	
		Sq Ft	Du's
Commercial ¹	14.09	564,465	--
Other Non-Residential Uses	25.61	60,700	--
Residential ²	5.42	--	96
Total	45.11	625,165	96
Notes:			
1. Includes non-residential component of live/work uses.			
2. Includes residential component of live/work uses.			

Parking rates provided in the Master Plan encourage small lot development by eliminating parking supply for the following three land uses:

- Attached Live/Work Units;
- Ground Floor Medical Office; and
- Ground Floor Retail where 3,000 feet or less.

The elimination of parking supply requirement for certain land uses is aimed at spurring development of small parcels which would otherwise inefficiently be required to accommodate both a proposed building and on-site parking. For the purposes of this analysis, parking supply is divided in this analysis into on-site and off-site as described below:

- On-Site Parking – Parking spaces required to be constructed by the specific land use utilizing parking requirements identified in the Master Plan. On-site parking spaces are usually on the same plot of land as the building requiring the parking supply.

- Off-Site Parking – For certain land use sites, construction of both a building and parking spaces is not feasible due to physical land use constraints; therefore, the likely parking demand for land uses with no parking supply becomes a burden placed on the public parking supply offsite at nearby streets or public parking lots.

For the purpose of this analysis, where parking supply is not required on-site (within development parcel), the following parking rates were assumed:

- Attached Live/Work Unit = 1.5 Spaces per dwelling unit;
- Office/Medical (< 3,000 sf) – Ground Floor = 1 Space per 500 square feet; and
- Retail (< 3,000 sf) – Ground Floor = 1 Space per 500 square feet.

The forecast demand associated with the three land uses identified above is determined to quantify off-site parking supply provided by the City.

Table 3.1.14 summarizes the number of parking spaces required to be provided according to the *Paseo San Gorgonio Master Plan and Design Guide (The Planning Center, Draft #2)* to accommodate the recommended alternative land use components:

Table 3.1.14 Parking Requirement per Master Plan		
<i>Land Use</i>	<i>On-Site Parking Required per Master Plan</i>	<i>Off-Site Parking Required</i>
Light Industrial	1 Space per 500 sf	-
Single-Family Residential	1.5 Spaces per du	-
Attached Live/Work Unit	0 Spaces per du	1.5 Spaces per du
Apartment – studio unit	0.5 Space per du	-
Apartment – 1-2 bedroom unit	1.5 Spaces per du	-
Apartment – 3 bedroom unit	2 Spaces per du	-
Senior Housing	1.5 Spaces per du	-
Office/Medical ($\leq 3,000$ sf) – Ground Floor	0 Spaces per 1,000 sf	1 Space per 500 sf
Office/Medical ($> 3,000$ sf) – Ground Floor	1 Space per 500 sf	-
Office/Medical – Upper Floor	1 Space per 1,000 sf	-
Government Office Building	1 Space per 500 sf	-
Retail ($\leq 3,000$ sf) – Ground Floor	0 Spaces per 1,000 sf	1 Space per 500 sf
Retail ($> 3,000$ sf) – Ground Floor	1 Space per 500 sf	-
Retail – Upper Floor	1 Space per 1,000 sf	-
Restaurant	1 Space per 125 sf	-
Note: sf = square feet		

Table 3.1.15 summarizes the public off-site and private on-site parking spaces required for the Master Plan land uses per district utilizing the parking requirements shown in Table 3.1.14.

Table 3.1.15 Parking Spaces Required by District Subzone		
<i>Subzones</i>	<i>On-Site Parking Spaces Required (Provided by Development)</i>	<i>Off-Site Parking Spaces Required (Provided by City)</i>
Heritage Village 1	68	22
Heritage Village 2	253	5
Town Core 1	99	34
Town Core 2	213	51
Civic Center 1	104	34
Civic Center 2	274	42
Neighborhood Village 1	86	13
Total Parking Spaces Required	1,097	201

As shown in Table 3.1.15, approximately 1,097 parking spaces are required to be provided by the recommended alternative land uses (on-site) and approximately 201 parking spaces shall be provided (off-site) by the City to accommodate the parking demand of the recommended alternative. The following section considers how the forecast demand of 201 parking spaces can be accommodated by available supply within the downtown.

C. Public Parking Availability in Downtown Area

This section review the adequacy of underutilized on-street parking supply to accommodate off-site parking demands (demands not addressed due to incentives to support small parcel development of three (3) specified land uses discussed above). This analysis conservatively reviews underutilized on-street parking supply by each subzone without considering overlap in supply to address need in another subzone.

Table 3.1.16 summarizes the adequacy of available on-street parking to accommodate off-site parking demand by each subzone.

Table 3.1.16 Forecast Parking Space Surplus/Deficiency				
<i>District</i>	<i>Off-Site Parking Spaces Required¹</i>	<i>Observed On-Street Parking Space Availability</i>	<i>On-Street Parking Space Surplus or Deficiency</i>	<i>Sufficient On-Street Parking Spaces Available to Accommodate Demand?</i>
Heritage Village 1	22	42	20	Yes
Heritage Village 2	5	59	54	Yes
Town Core 1	34	33	-1	No
Town Core 2	51	61	10	Yes
Civic Center 1	34	6	-28	No
Civic Center 2	42	123	81	Yes
Neighborhood Village 1	13	114	101	Yes
Total	201	438	237	Yes
Notes: ¹ Off-site parking spaces required determined by assuming demand by uses where no parking supply required per Master Plan.				

As shown in Table 3.1.16, when disregarding proximity of supply, there is adequate underutilized on-street parking to accommodate demand by uses where no supply is provided. When reviewing the adequacy of on-street parking by subzone, a deficiency in supply appears to occur at the following two subzones:

- Town Core 1 (deficiency of 1 parking space); and
- Civic Center 1 (deficiency of 28 parking spaces).

When accounting for available parking supply in nearby subzones Town Core 2 and Civic Center 2, adequate public on-street parking is provided to accommodate forecast demand from land uses where no on-site parking is required.

Due to the lack of curb and gutter and pedestrian amenities such as sidewalk and landscaping, the following improvement is recommended for the Civic Center 2 subzone:

Improvement #1: As development occurs within Civic Center 2, require construction of curb and gutter, sidewalks, landscaping, and other pedestrian amenities as appropriate to support on-street parking and increase pedestrian comforts when parking within the area.

Conclusion

Based on the detailed parking analysis provided, adequate on-street parking supply is currently available within the downtown to accommodate forecast demand from land uses when on-site parking supply is not required. Assuming private sector development provides on-street parking consistent with the parking rates identified in the Master Plan, no City-sponsored parking lots or structures are required for the proposed project.



Proud History
Prosperous Tomorrow

3.2 Transportation and Circulation Analysis

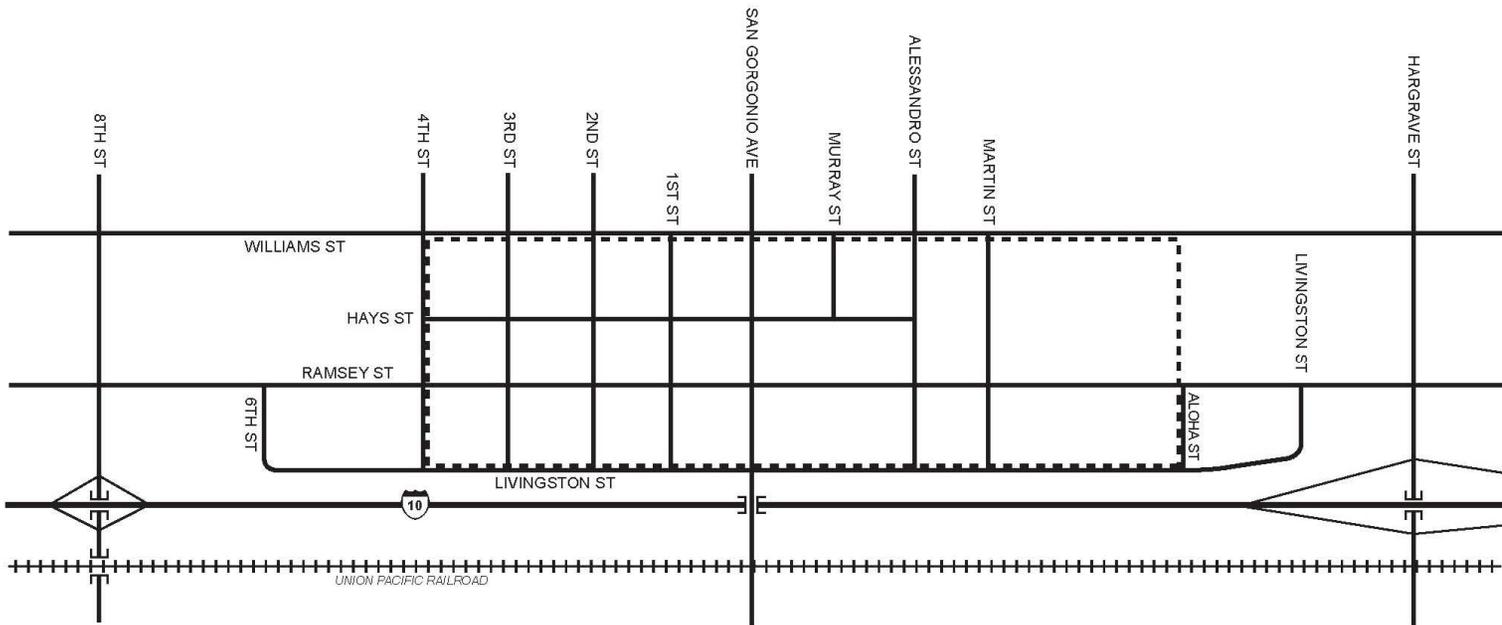
3.2 Transportation and Circulation Analysis

A. Introduction

This study analyzes forecast traffic conditions associated with the proposed San Gorgonio Master Plan project located in City of Banning. The proposed project site is generally defined as the area between the Interstate 10 (I-10) freeway and Williams Street and the area between Fourth Street and Aloha Street. Regional access is provided via Interstate 10 interchanges at 8th Street and Hargrave Street. Exhibit 3.2.1 shows the Master Plan/Specific Plan area location.

Table 3.2.1 shows the estimated buildout for the recommended alternative developed through coordination with City staff.

Table 3.2.1: Buildout Calculations Recommended Alternative			
Land Use	Acres	Estimated Buildout	
		Sq Ft	Du's
Commercial ¹	14.09	564,465	--
Other Non-Residential Uses	25.61	60,700	--
Residential ²	5.42	0	96
Total	45.11	625,165	96
Notes:			
1. Includes non-residential component of live/work uses.			
2. Includes residential component of live/work uses.			



Legend:
 - - - Project Area Boundary

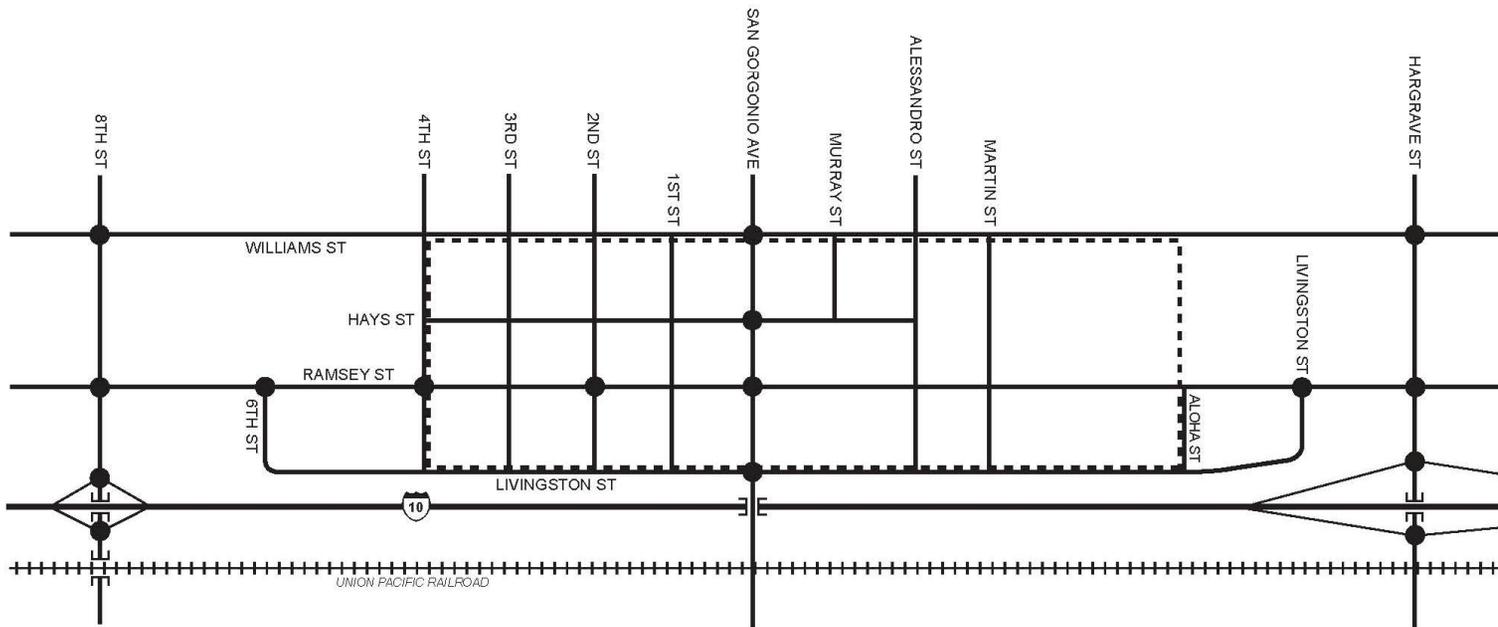
Exhibit 3.2.1 Project Area Location

Through coordination with City staff, the following sixteen (16) intersections in the vicinity of the Specific Plan area are analyzed:

1. 8th Street/Williams Street;
2. 8th Street/Ramsey Street;
3. 8th Street/I-10 Westbound Ramps;
4. 8th Street/I-10 Eastbound Ramps;
5. 6th Street/Ramsey Street;
6. 4th Street/Ramsey Street;
7. 2nd Street/Ramsey Street;
8. San Geronio Avenue/Williams Street;
9. San Geronio Avenue/Hays Street;
10. San Geronio Avenue/Ramsey Street;
11. San Geronio Avenue/Livingston Street;
12. Livingston Street/Ramsey Street;
13. Hargrave Street/Williams Street;
14. Hargrave Street/Ramsey Street;
15. Hargrave Street/I-10 Westbound Ramps; and
16. Hargrave Street/I-10 Eastbound Ramps.

Exhibit 3.2.2 shows the locations of the study intersections, which are analyzed for the following study scenarios:

- Existing Conditions; and
- Forecast Existing With Recommended Alternative.



Not to Scale

- Legend:
- Project Area Boundary
 - - - Project Area Boundary

Exhibit 3.2.2 Study Intersection Locations

Intersection Analysis Methodology

The City of Banning utilizes the *Highway Capacity Manual (HCM)* intersection analysis methodology to analyze the operation of signalized and unsignalized intersections. The *HCM* analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle for unsignalized intersections shown in Table 3.2.2.

Table 3.2.2 LOS & Delay Ranges	
Delay (seconds/vehicle)	
Signalized Intersections	Unsignalized Intersections
≤ 10.0	< 10.0
> 10.0 ≤ 20.0	> 10.0 to < 15.0
> 20.0 ≤ 35.0	> 15.0 to < 25.0
> 35.0 ≤ 55.0	> 25.0 to < 35.0
> 55.0 ≤ 80.0	> 35.0 to < 50.0
> 80.0	> 50.0

Source: 2000 Highway Capacity Manual.

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach.

Performance Criteria

The City of Banning's goal for intersection operation is LOS C or better for all General Plan roadways within the City, and LOS D at Freeway interchanges. The Caltrans goal for intersection operation is LOS D or better at State Highway facilities.

B. Existing Conditions

Roadway Description

The characteristics of the roadway system in the vicinity of the Specific Plan area are described below:

Interstate 10 (I-10) provides regional access for the Specific Plan area as a six-to eight-lane freeway facility, traversing the State of California in an east-west orientation. I-10 originates in Santa Monica, California and continues east to its terminus in Jacksonville, Florida. In the Specific Plan area vicinity, I-10 is an eight-lane freeway.

2nd Street is a two-lane undivided roadway trending in a north-south direction. 2nd Street terminates on the south at Livingston Street. The speed limit is not posted on 2nd Street; on-street parking is permitted.

4th Street is a two-lane undivided roadway trending in a north-south direction. 4th Street terminates on the south at Livingston Street. The speed limit is not posted on 4th Street; on-street parking is permitted.

6th Street is a discontinuous two-lane undivided roadway trending in a north-south direction. 6th Street terminates on the south at Livingston Street and on the north at Williams Street. The speed limit is not posted on 6th Street; on-street parking is permitted.

8th Street is a two-lane undivided roadway trending in a north-south direction. The posted speed limit on 8th Street is 30 miles per hour north of Ramsey Street and 40 miles per hour south of Ramsey Street; on-street parking is permitted on various sections of 8th Street.

Hargrave Street is a two-lane undivided roadway trending in a north-south direction. The speed limit is not posted on Hargrave Street; on-street parking is permitted on various sections of Hargrave Street.

Hays Street is a discontinuous two-lane undivided roadway trending in an east-west direction. Hays Street terminates on the east at Martin Street. The speed limit is not posted on Hays Street; on-street parking is permitted.

Livingston Street is a two-lane undivided roadway trending in an east-west direction. Livingston Street terminates on the west at 6th Street and on the east (north) at Ramsey Street. The posted speed limit on Livingston Street varies from 15 miles per hour to 25 miles per hour; on-street parking is permitted.

Ramsey Street varies from a two-lane undivided roadway to a four-lane divided roadway with a continuous left-turn lane trending in an east-west direction. The posted speed limit on Ramsey Street varies from 25 miles per hour to 35 miles per hour; on-street parking is permitted.

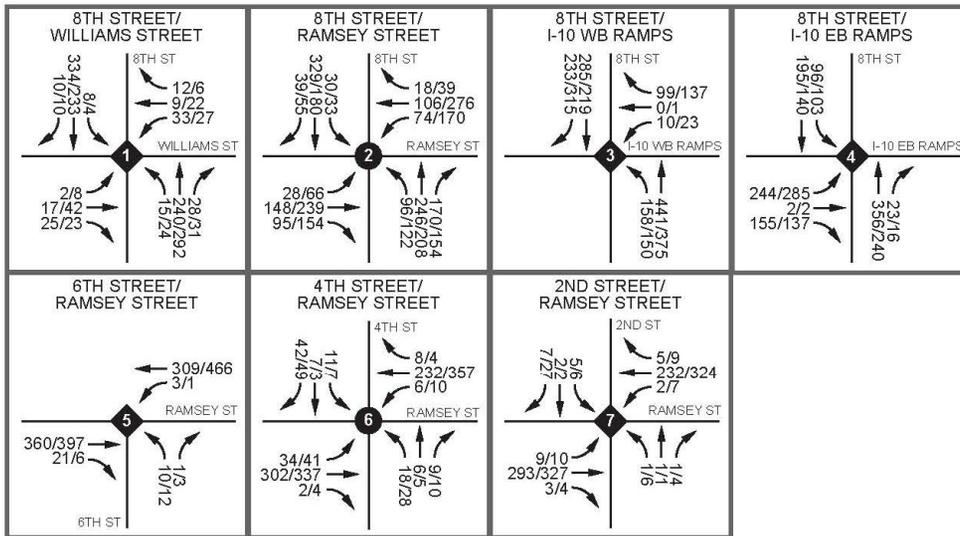
San Gorgonio Avenue is a two-lane undivided roadway trending in a north-south direction. The posed speed limit on San Gorgornio Avenue is 25 miles per hour; on-street parking is permitted.

Williams Street is a two-lane undivided roadway trending in an east-west direction. The posted speed limit on Williams Street is 25 miles per hour; on-street parking is permitted.

Existing Conditions Peak Hour Traffic Volumes

To determine the existing operation of the study intersections, intersection movement counts were collected in March 2010. The counts used in this analysis were taken from the highest hour within the peak period counted. Detailed traffic count data is contained in Appendix A.

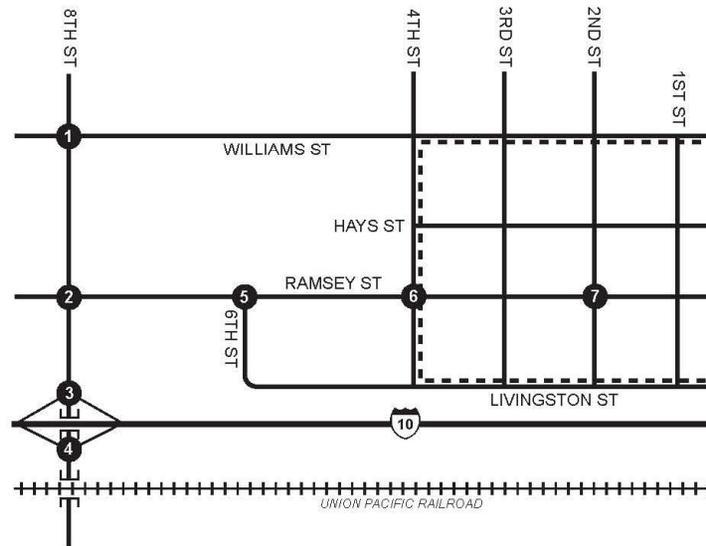
Exhibits 3.2.3 and 3.2.4 show existing a.m. peak hour and p.m. peak hour volumes at the study intersections. Exhibits 3.2.5 and 3.2.6 show existing conditions study intersection geometry.



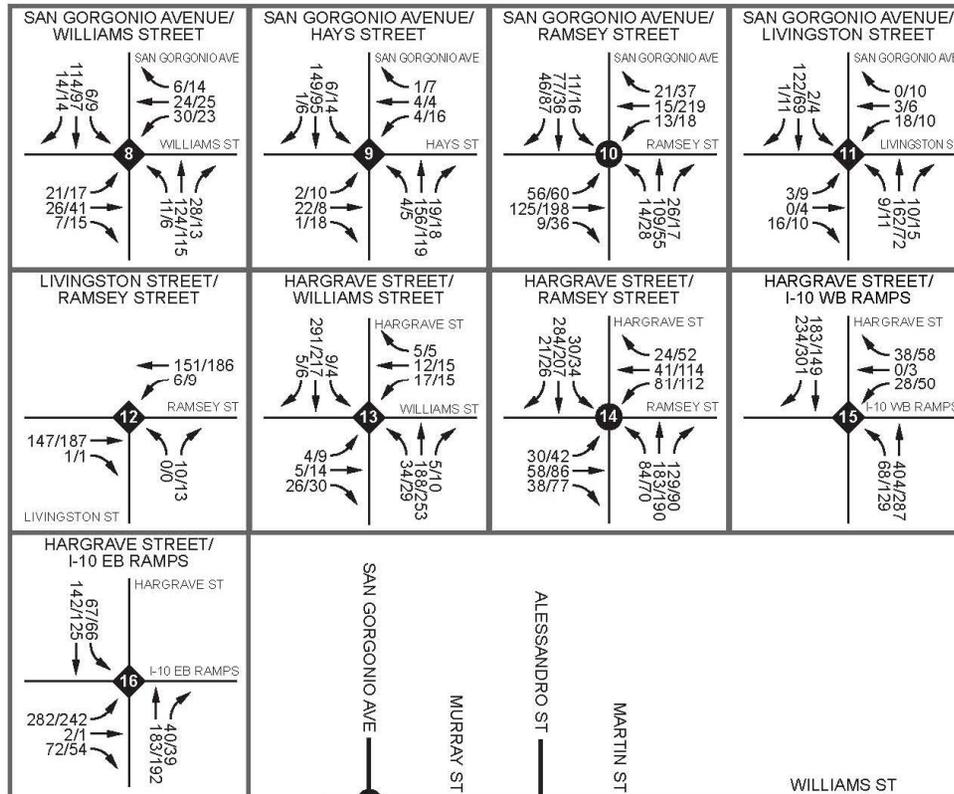
Legend:

XX/XX AM/PM Intersection Volumes

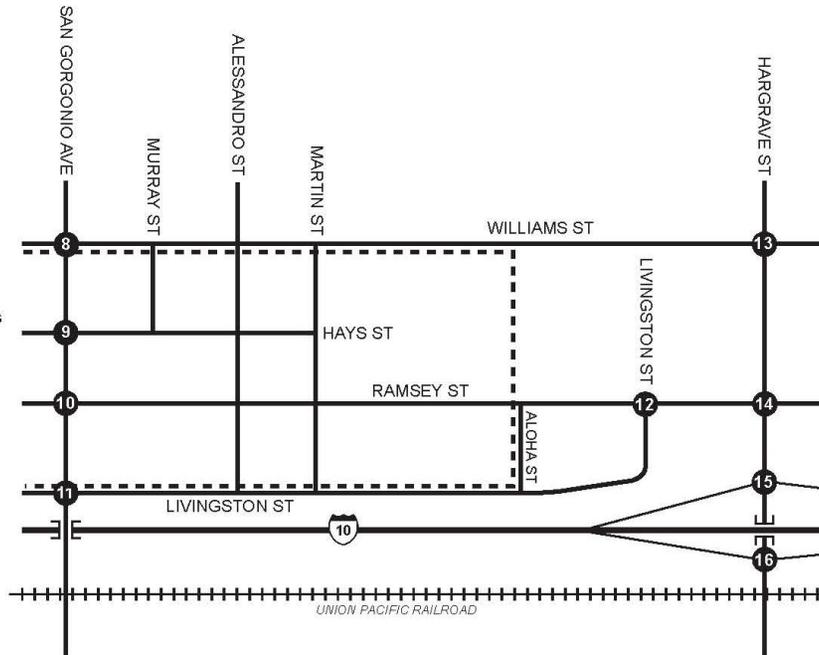
--- Project Area Boundary



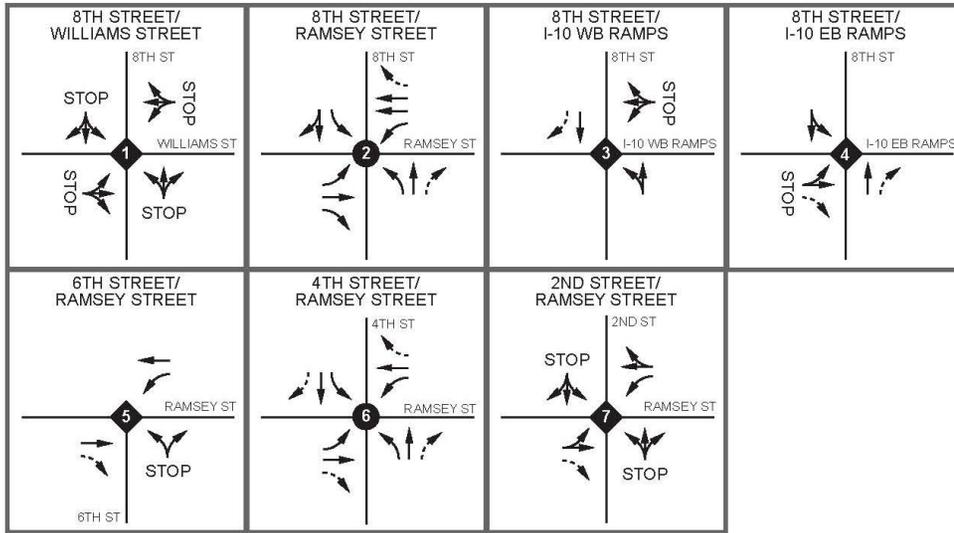
**Exhibit 3.2.3 Area 1- Existing Conditions (2010)
AM/PM Peak Hour Intersection Volumes**



Legend:
 XX/XX AM/PM Intersection Volumes
 - - - Project Area Boundary

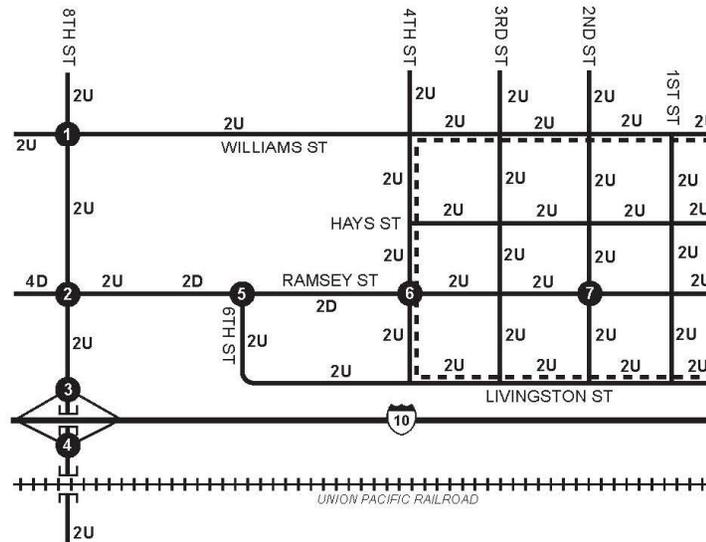


**Exhibit 3.2.4 Area 2- Existing Conditions (2010)
 AM/PM Peak Hour Intersection Volumes**

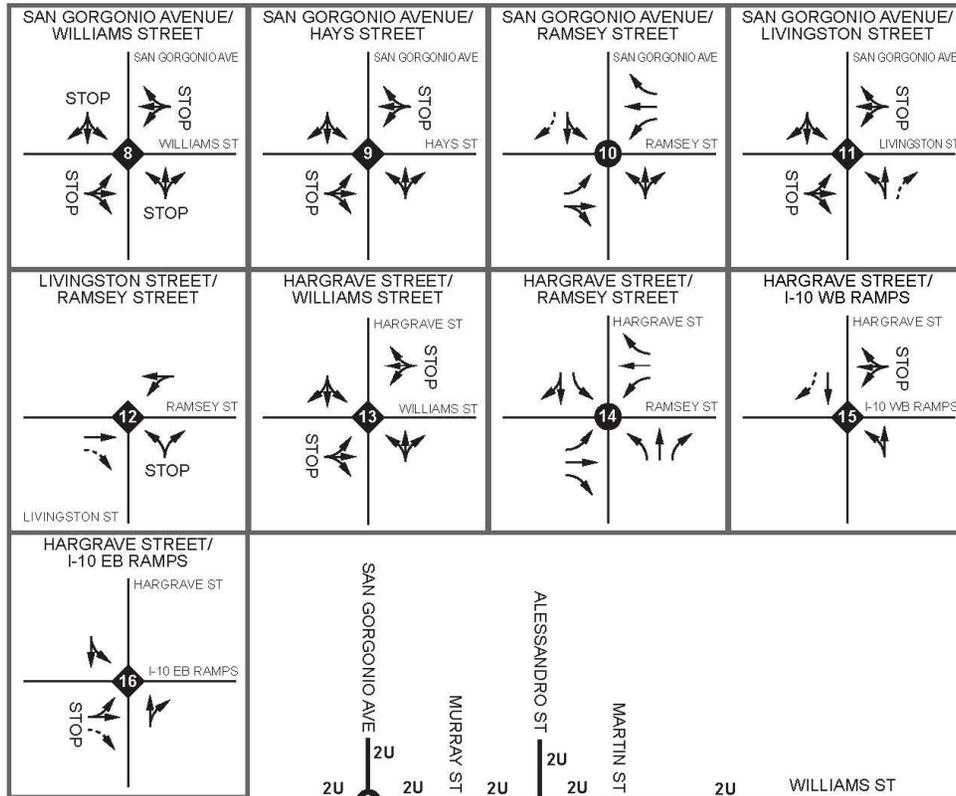


Legend:

- Existing Lane
- Right-Turn Overlap
- Defacto Right-Turn Lane
- Signal-Controlled Intersection
- Stop-Controlled Intersection
- Stop-Controlled Approach
- Project Area Boundary
- 2U 2-Lane Undivided Roadway
- 2D 2-Lane Divided Roadway
- 4D 4-Lane Divided Roadway

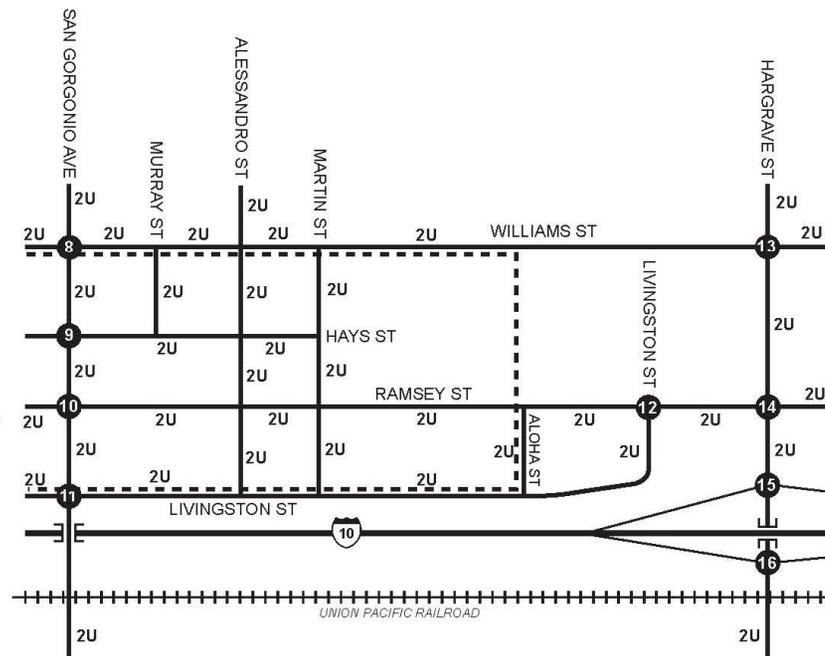


**Exhibit 3.2.5 Area 1- Existing Study Intersection/
Roadway Geometry**



Legend:

- Existing Lane
- Right-Turn Overlap
- Defacto Right-Turn Lane
- Signal-Controlled Intersection
- Stop-Controlled Intersection
- STOP Stop-Controlled Approach
- - - Project Area Boundary
- 2U 2-Lane Undivided Roadway



**Exhibit 3.2.6 Area 2- Existing Study Intersection/
Roadway Geometry**

Existing Conditions Study Intersection LOS

Table 3.2.3 summarizes existing conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

Table 3.2.3 Existing Conditions AM & PM Peak Hour Intersection LOS		
<i>Study Intersection</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>
	<i>Delay – LOS</i>	<i>Delay – LOS</i>
1 – 8th St/Williams St	15.2 – C	15.7 – C
2 – 8th St/Ramsey St	24.4 – C	29.3 – C
3 – 8th St/I-10 Westbound Ramps	13.9 – B	15.1 – C
4 – 8th St/I-10 Eastbound Ramps	25.6 – D	21.5 – C
5 – 6th St/Ramsey St	13.4 – B	15.3 – C
6 – 4th St/Ramsey St	7.8 – A	7.2 – A
7 – 2nd St/Ramsey St	12.1 – B	12.7 – B
8 – San Geronio Ave/Williams St	8.1 – A	8.0 – A
9 – San Geronio Ave/Hays St	11.4 – B	10.3 – B
10 – San Geronio Ave/Ramsey St	21.4 – C	19.6 – B
11 – San Geronio Ave/Livingston St	11.0 – B	9.5 – A
12 – Livingston St/Ramsey St	9.0 – A	9.2 – A
13 – Hargrave St/Williams St	13.9 – B	13.7 – B
14 – Hargrave St/Ramsey St	16.4 – B	22.1 – C
15 – Hargrave St/I-10 Westbound Ramps	14.3 – B	16.1 – C
16 – Hargrave St/I-10 Eastbound Ramps	17.5 – C	15.7 – C

Note: Delay shown in seconds per vehicle; deficient intersection operation shown in **bold**.

As shown in Table 3.2.3, the study intersections are currently operating at an acceptable LOS according to agency performance criteria during both the a.m. and p.m. peak hours.

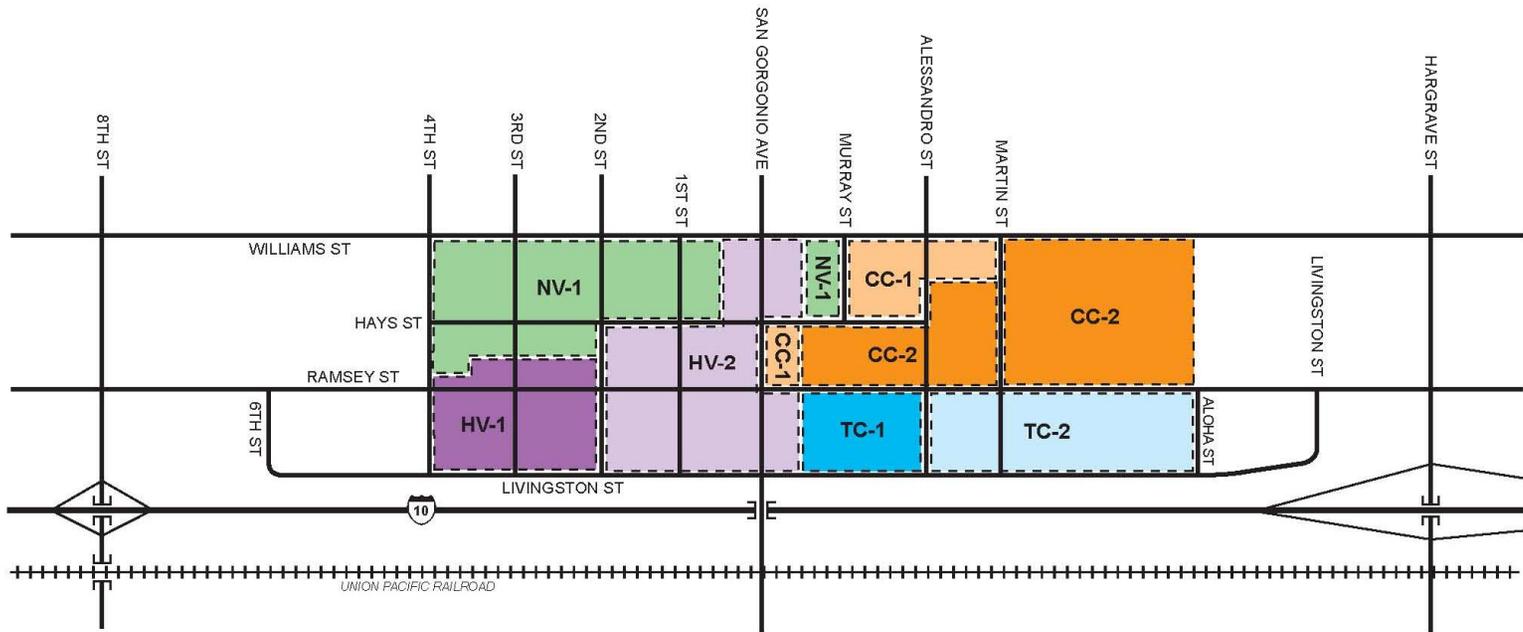
C. *Recommended Alternative*

The San Geronio Master Plan area is generally defined as the area between the Interstate 10 (I-10) freeway and Williams Street and the area between Fourth Street and Aloha Street in the City of Banning. Regional access is provided via Interstate 10 interchanges at 8th Street and Hargrave Street. Buildout of the recommended alternative is expected to build out over a period of 25 years or more.

Exhibit 3.2.7 shows the location of the Specific Plan Area, which is composed of four (4) key districts:

- Heritage Village;
- Town Core;
- Civic Center; and
- Neighborhood Village.

Each district is subdivided further into sub-districts as identified in the Master Plan.



Legend:

- - - Project District Boundary
- CC = Civic Center
- HV = Heritage Village
- NV = Neighborhood Village
- TC = Town Core



Not to Scale

Exhibit 3.2.7 Project Districts

Trip Generation of Recommended Alternative

To calculate trips forecast to be generated by the recommended alternative, *Institute of Transportation Engineers (ITE)* trip generation rates were used.

Table 3.2.4 summarizes *ITE* trip generation rates used to calculate the number of trips forecast to be generated by the existing and proposed land uses.

Table 3.2.4 ITE Trip Rates for Existing & Proposed Land Uses								
Land Use (ITE Code)	Units	AM Peak Hour Rates			PM Peak Hour Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Single-Family Detached (210)	du	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Apartment (220)	du	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Senior Housing Attached (252)	du	0.05	0.08	0.13	0.10	0.06	0.16	3.48
General Office (710)	tsf	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Medical/Dental Office (720)	tsf	1.82	0.48	2.30	0.93	2.53	3.46	36.13
Government Office Building (730)	tsf	0.86	0.16	1.02	0.38	0.83	1.21	11.95
Specialty Retail Center (814)	tsf	N/A	N/A	N/A	1.19	1.52	2.71	44.32
Shopping Center (820)	tsf	0.61	0.39	1.00	1.83	1.90	3.73	42.94
Quality Restaurant (931)	tsf	0.66	0.15	0.81	5.02	2.47	7.49	89.95
High-Turnover Restaurant (932)	tsf	5.99	5.53	11.52	6.58	4.57	11.15	127.15

Sources: 2008 ITE Trip Generation Manual, 8th Edition.

Note: tsf = thousand square feet; du = dwelling unit; N/A = not available.

Pass-by Trip Reduction

As documented in ITE's *Trip Generation Handbook (Institute of Transportation Engineers, 2nd Edition, 2004)*, a pass-by trip reduction is applicable to land uses located along busy arterial highways attracting vehicle trips already on the roadway; this is particularly the case when the roadway is experiencing peak operating conditions. For example, during the p.m. peak hour, a motorist already traveling along Ramsey Street or 8th Street between work and home

may stop at the at site within the Specific Plan area. A pass-by discount under this example would reduce/eliminate both the inbound trip and the outbound trip from the surrounding roadway circulation system since the vehicle was already traveling on the roadway. Without the pass-by trip discount, two trips would be generated: an inbound trip to the area, and an outbound trip from the area.

The following pass-by trip reductions applicable to the proposed shopping center land use is documented in the *ITE Trip Generation Handbook (Institute of Transportation Engineers, 2nd Edition, 2004)*:

- Shopping Center: 34 percent weekday p.m. peak hour pass-by trip reduction;
- Quality Restaurant: 44 percent weekday p.m. peak hour pass-by trip reduction; and
- High-Turnover (Sit-Down) Restaurant: 43 percent weekday p.m. peak hour pass-by trip reduction.

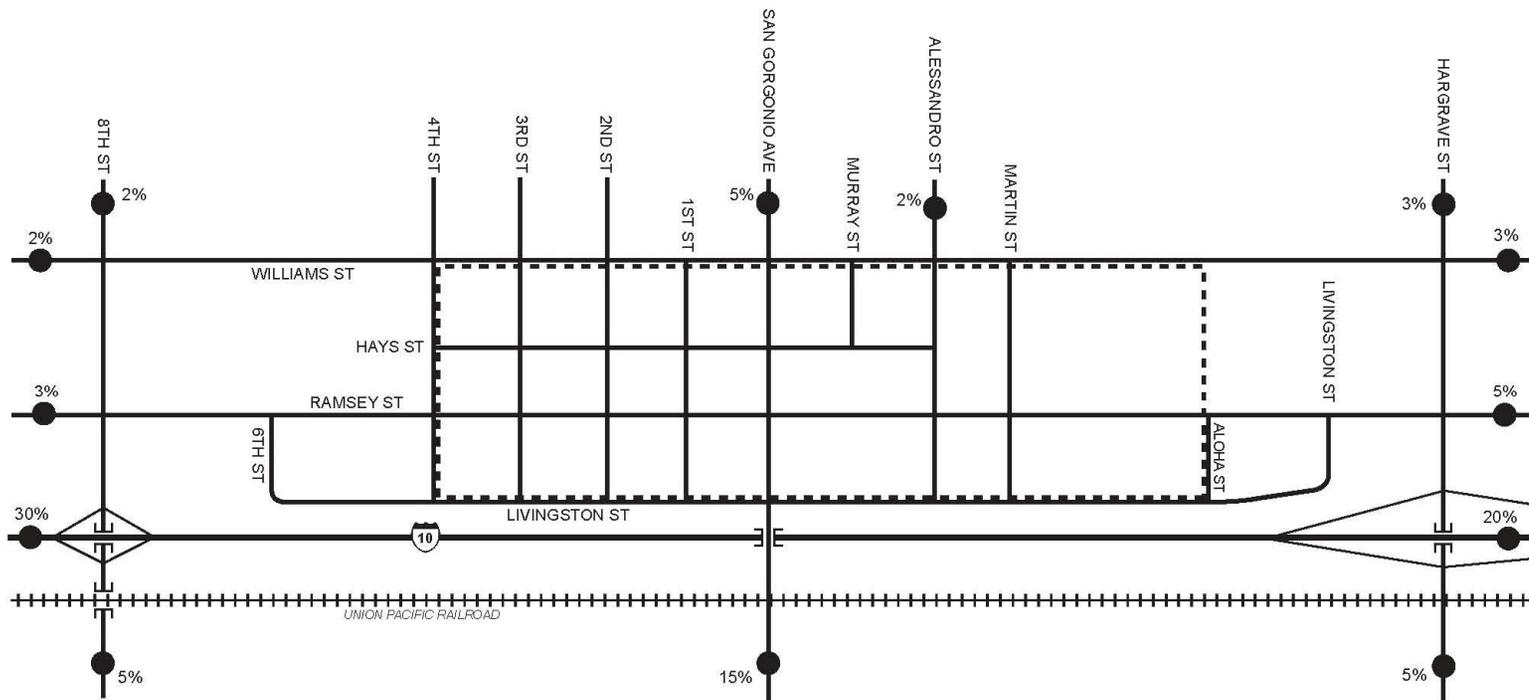
Table 3.2.5 summarizes trips forecast to be generated by the recommended alternative when accounting for displaced land uses using the *ITE* trips rates contained in Table 3.2.4; detailed trip generation by district is contained in Appendix C.

Table 3.2.5 Forecast Trip Generation of Recommended Alternative by District							
District	AM PEAK HOUR			PM PEAK HOUR			ADT
	IN	OUT	TOTAL	IN	OUT	TOTAL	
Heritage Village 1	78	37	115	48	81	129	1,745
Heritage Village 2	145	58	203	95	138	233	3,230
Town Core 1	136	40	176	65	153	218	2,444
Town Core 2	167	66	233	131	191	322	4,578
Civic Center 1	128	45	173	65	135	200	2,389
Civic Center 2	243	73	316	111	250	361	4,027
Neighborhood Village 1	5	24	29	18	9	27	234
Total Forecast Trip Generation	902	343	1,245	533	957	1,490	18,647
Note: Trip Generation shown includes <i>ITE</i> Pass-by trip reductions where appropriate.							

As shown in Table 3.2.5, the recommended alternative is forecast to generate approximately 18,647 daily trips, which include approximately 1,245 a.m. peak hour trips and approximately 1,490 p.m. peak hour trips.

Trip Distribution of Recommended Alternative

Forecast distribution of trips forecast to be generated by the recommended alternative is based on field reconnaissance, understanding of the circulation system, and City-provided information. Exhibit 3.2.8 shows the forecast trip percent distribution of the recommended alternative.

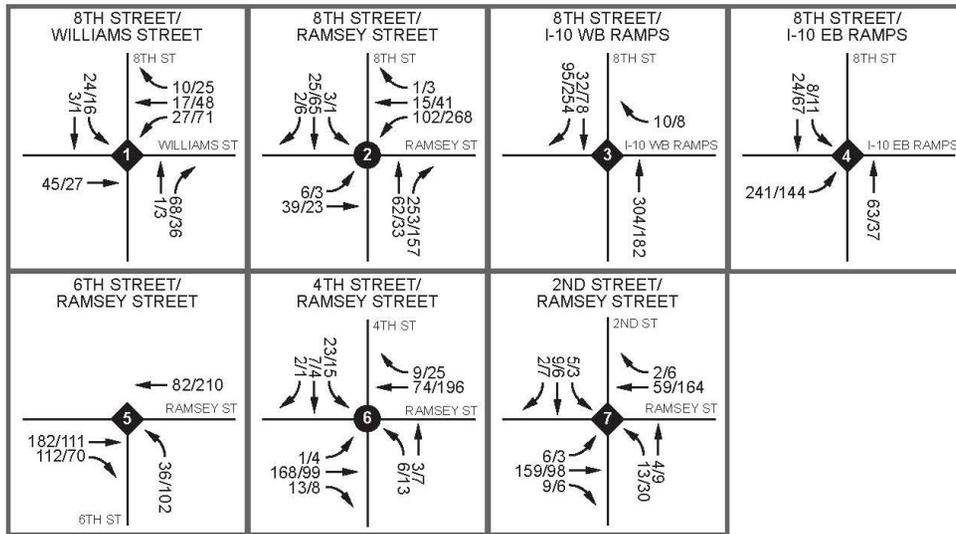


- Legend:
- XX% Trip Percent Distribution
 - - - Project Area Boundary

Exhibit 3.2.8 Forecast Trip Percent Distribution of Recommended Alternative

Trip Assignment of Recommended Alternative

Exhibits 3.2.9 and 3.2.10 show the corresponding forecast a.m. peak hour and p.m. peak hour assignment of trips generated by the recommended alternative at the study intersections.



Legend:
 XX/XX AM/PM Intersection Volumes
 - - - Project Area Boundary

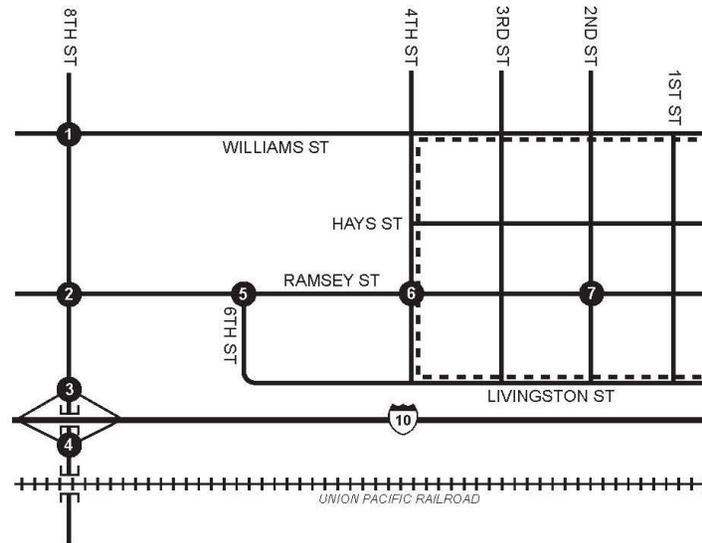
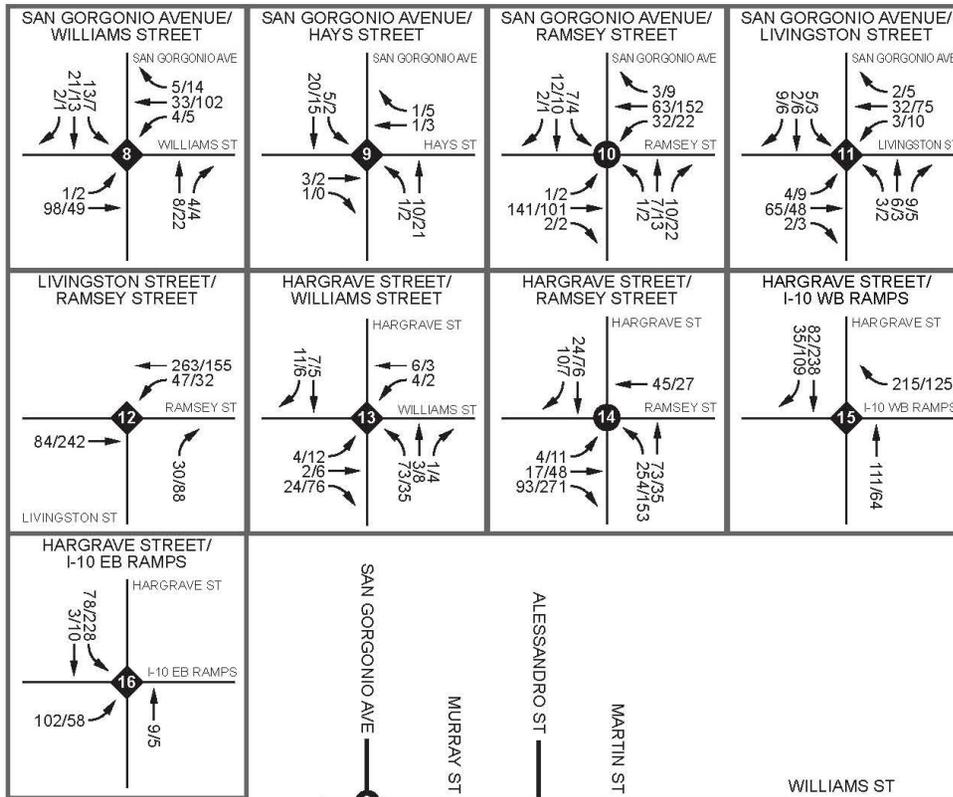


Exhibit 3.2.9 Area 1- Forecast AM/PM Peak Hour Trip Assignment of Recommended Alternative



Legend:
 XX/XX AM/PM Intersection Volumes
 - - - Project Area Boundary

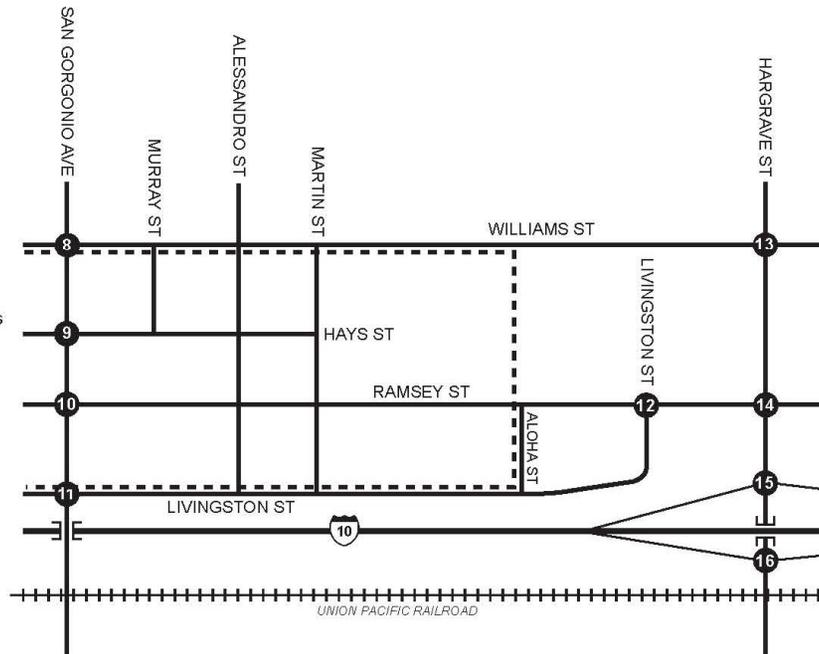
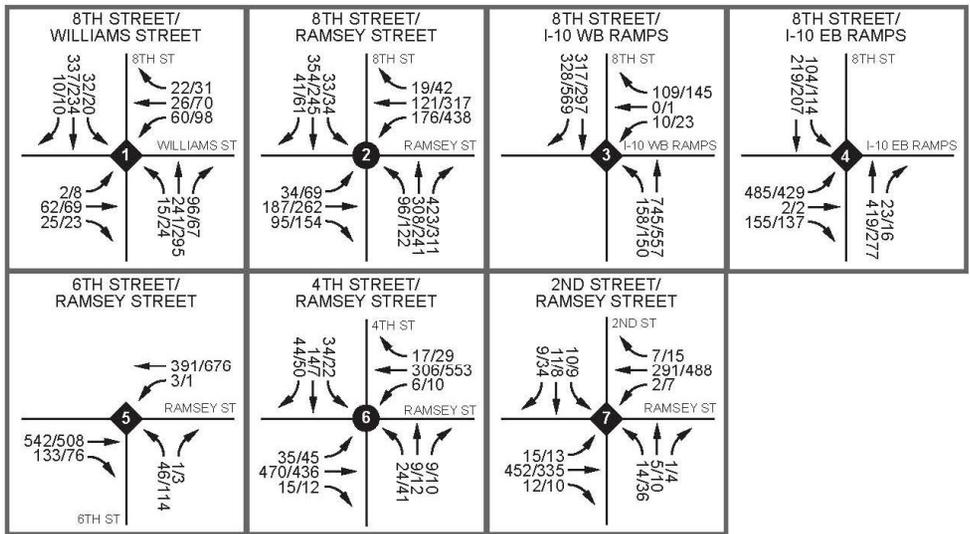


Exhibit 3.2.10 Area 2- Forecast AM/PM Peak Hour Trip Assignment of Recommended Alternative

D. Forecast Existing With Recommended Alternative

This section summarizes traffic conditions associated with the addition of project trips to existing conditions traffic volumes.

Exhibits 3.2.11 and 3.2.12 show forecast existing with recommended alternative conditions a.m. and p.m. peak hour intersection volumes.



Legend:
 XX/XX AM/PM Intersection Volumes
 - - - Project Area Boundary

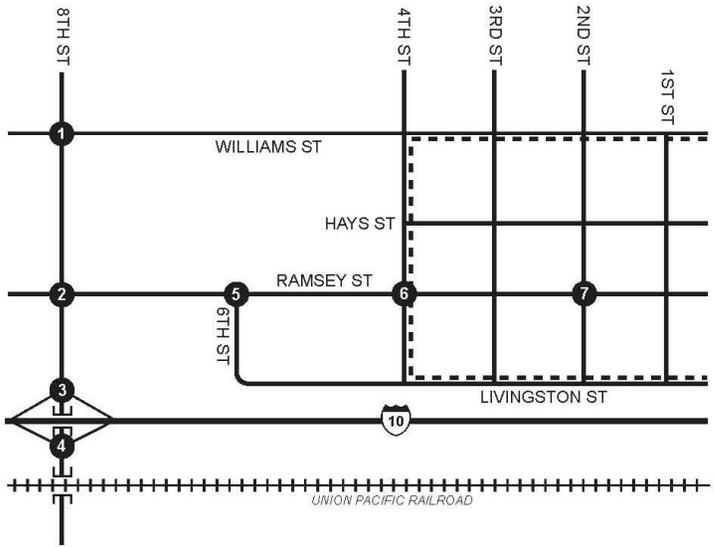
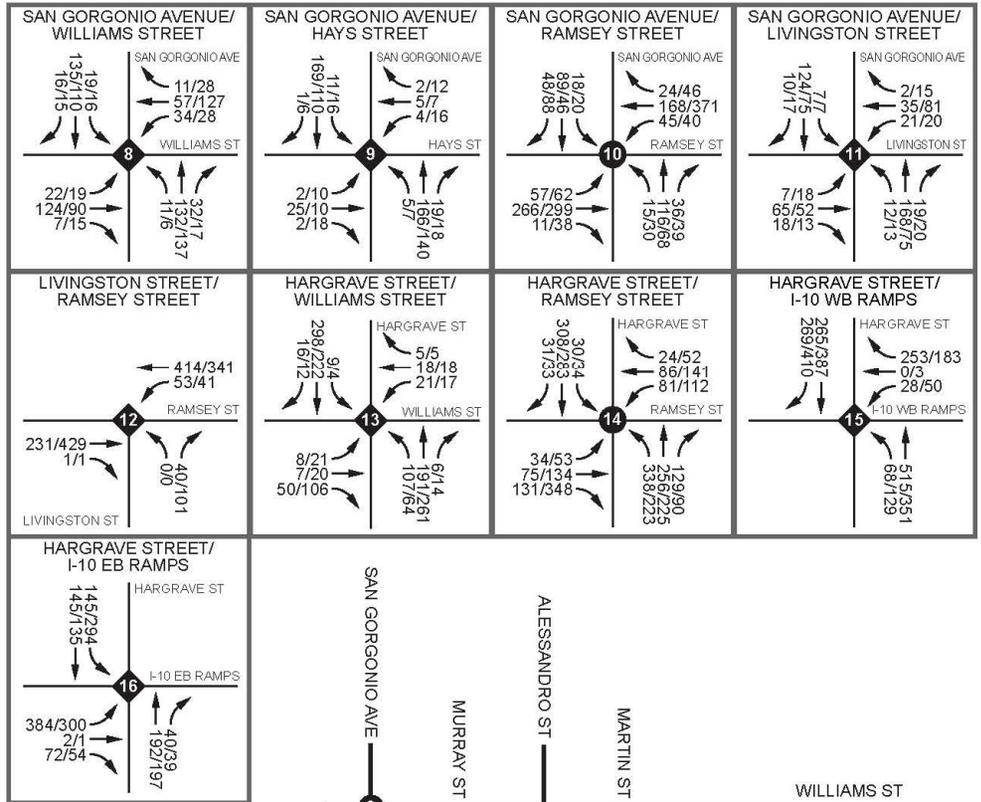


Exhibit 3.2.11 Area 1- Forecast Existing with Recommended Alternative (2010) AM/PM Peak Hour Intersection Volumes



Legend:
 XX/XX AM/PM Intersection Volumes
 - - - Project Area Boundary

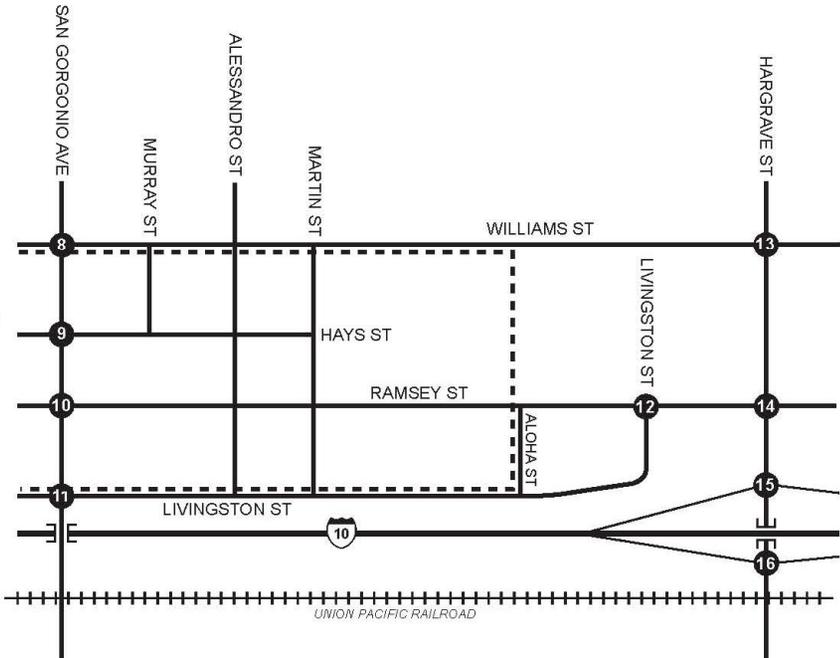


Exhibit 3.2.12 Area 2- Forecast Existing with Recommended Alternative (2010) AM/PM Peak Hour Intersection Volumes

Forecast Existing With Recommended Alternative Study Intersection LOS

Table 3.2.6 summarizes forecast existing with recommended alternative conditions a.m. peak hour and p.m. peak hour LOS of the study intersections, detailed LOS analysis sheets are contained in Appendix B.

Table 3.2.6 Forecast Existing With Recommended Alternative
AM & PM Peak Hour Intersection LOS

Study Intersection	Forecast Existing Without Recommended Alternative		Forecast Existing With Recommended Alternative	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS
1 – 8th St/Williams St	15.2 – C	15.7 – C	22.1 – C	28.4 – D
2 – 8th St/Ramsey St	24.4 – C	29.3 – C	26.2 – C	32.4 – C
3 – 8th St/I-10 Westbound Ramps	13.9 – B	15.1 – C	21.3 – C	23.6 – C
4 – 8th St/I-10 Eastbound Ramps	25.6 – D	21.5 – C	240.2 – F	104.3 – F
5 – 6th St/Ramsey St	13.4 – B	15.3 – C	19.3 – C	40.5 – E
6 – 4th St/Ramsey St	7.8 – A	7.2 – A	7.8 – A	7.1 – A
7 – 2nd St/Ramsey St	12.1 – B	12.7 – B	17.4 – C	21.9 – C
8 – San Geronio Ave/Williams St	8.1 – A	8.0 – A	8.9 – A	9.0 – A
9 – San Geronio Ave/Hays St	11.4 – B	10.3 – B	11.8 – B	10.6 – B
10 – San Geronio Ave/Ramsey St	21.4 – C	19.6 – B	22.0 – C	18.8 – B
11 – San Geronio Ave/Livingston St	11.0 – B	9.5 – A	12.2 – B	11.1 – B
12 – Livingston St/Ramsey St	9.0 – A	9.2 – A	9.7 – A	11.8 – B
13 – Hargrave St/Williams St	13.9 – B	13.7 – B	18.2 – C	16.5 – C
14 – Hargrave St/Ramsey St	16.4 – B	22.1 – C	18.2 – B	24.0 – C
15 – Hargrave St/I-10 Westbound Ramps	14.3 – B	16.1 – C	21.2 – C	24.3 – C
16 – Hargrave St/I-10 Eastbound Ramps	17.5 – C	15.7 – C	60.3 – F	167.4 – F

Note: Delay shown in seconds per vehicle; deficient intersection operation shown in **bold**.

As shown in Table 3.2.6, with the addition of trips generated by the recommended alternative, the following four study intersections are forecast to operate at a deficient LOS according to agency performance criteria for forecast existing with recommended alternative:

- 8th Street/Williams Street (p.m. peak hour only);
- 8th Street/I-10 Eastbound Ramps (both a.m. and p.m. peak hours);
- 6th Street/Ramsey Street (p.m. peak hour only); and
- Hargrave Street/I-10 Eastbound Ramps (both a.m. and p.m. peak hours).

E. Improved Forecast Existing With Recommended Alternative

This section summarizes improved intersection operations assuming implementation of identified improvements at the deficient study intersections.

Improved Forecast Existing With Recommended Alternative-Recommended Improvements

The following improvements are identified to improve intersection operation to an acceptable LOS according to agency performance criteria for forecast existing with the recommended alternative:

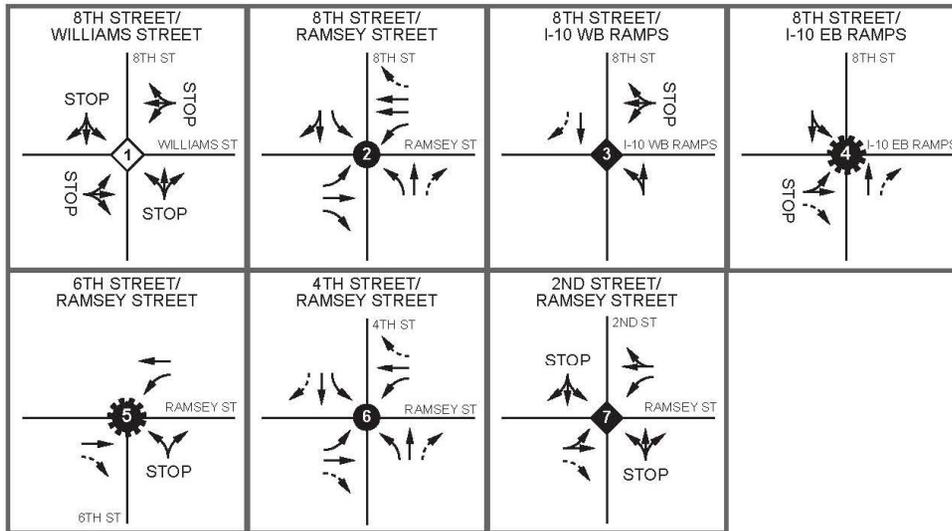
Improvement #1: 8th Street/Williams Street – Modify the intersection from a two-way stop-controlled intersection to an all-way stop-controlled intersection.

Improvement #2: 8th Street/I-10 Eastbound Ramps – Signalize the 8th Street/I-10 Eastbound Ramps intersection. Re-stripe the southbound 8th Street approach from one shared left-turn/through lane to consist of one left-turn lane and one through lane.

Improvement #3: 6th Street/Ramsey Street – Signalize the 6th Street/Ramsey Street intersection.

Improvement #4: Hargrave Street/I-10 Eastbound Ramps – Signalize the Hargrave Street/I-10 Eastbound Ramps intersection. Re-stripe the southbound Hargrave Street approach from one shared left-turn/through lane to consist of one left-turn lane and one through lane. Additionally, re-stripe the northbound Hargrave approach from one shared through/right-turn lane to consist of one through lane and one right-turn lane.

Exhibits 3.2.13 and 3.2.14 show improved forecast existing with recommended alternative study intersection geometry.



Legend:

- Existing Lane
- Right-Turn Overlap
- Defacto Right-Turn Lane
- Signal-Controlled Intersection
- Modified to Signal-Controlled Intersection
- Stop-Controlled Intersection
- Modified to All-Way Stop-Controlled Intersection
- STOP Stop-Controlled Approach
- - - Project Area Boundary
- 2U 2-Lane Undivided Roadway
- 2D 2-Lane Divided Roadway
- 4D 4-Lane Divided Roadway

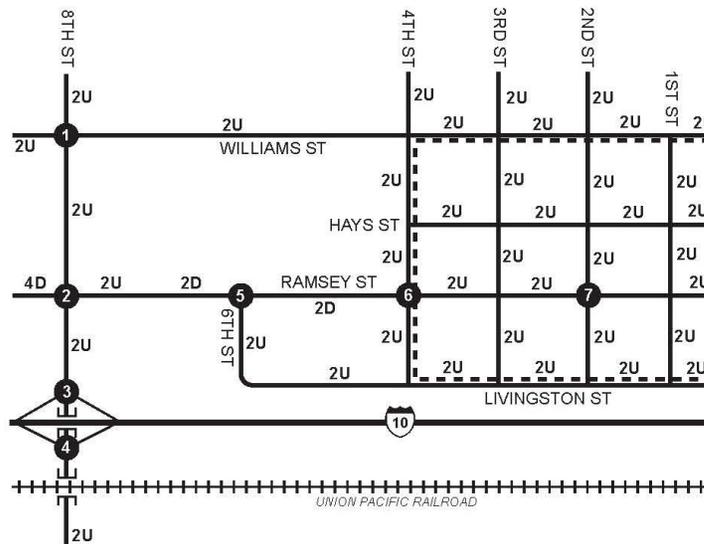
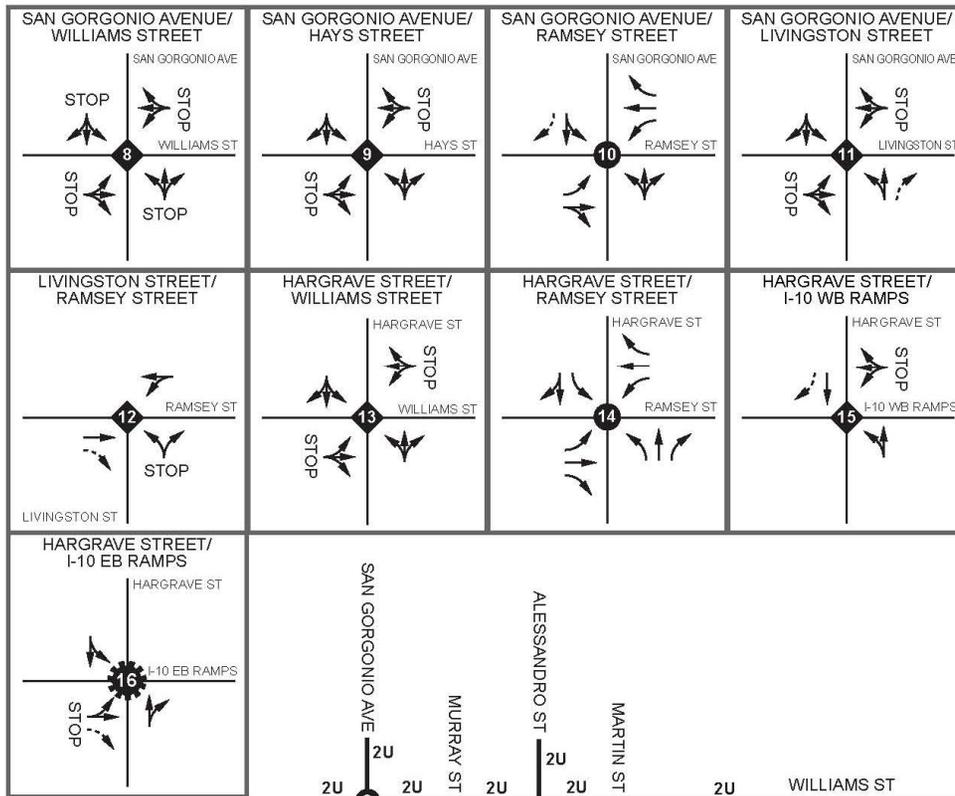


Exhibit 3.2.13 Area 1- Improved Existing Study Intersection/ Roadway Geometry



Legend:

- Existing Lane
- Right-Turn Overlap
- Defacto Right-Turn Lane
- Signal-Controlled Intersection
- Modified to Signal-Controlled Intersection
- Stop-Controlled Intersection
- Stop-Controlled Approach
- Project Area Boundary
- 2-Lane Undivided Roadway

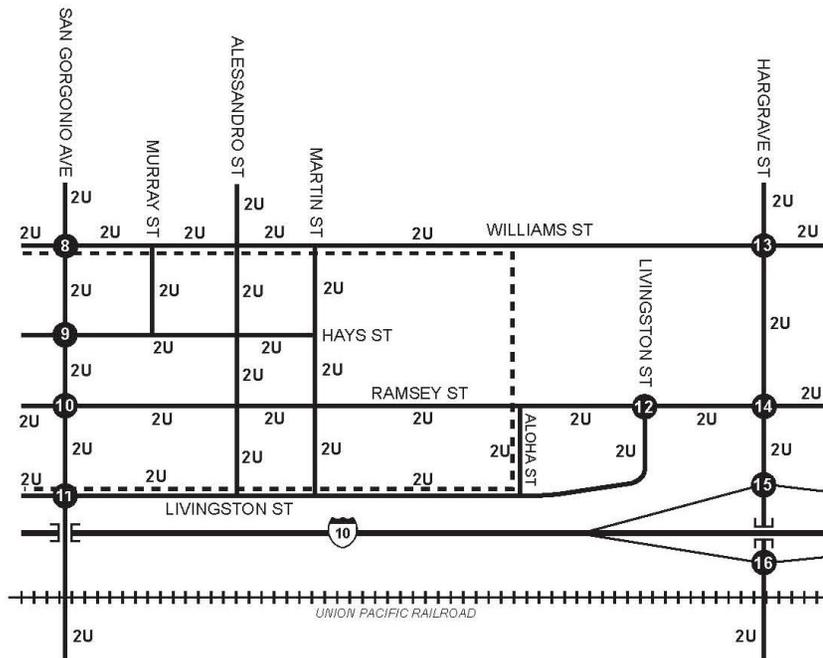


Exhibit 3.2.14 Area 2- Forecast Improved Existing with Recommended Alternative Study Intersection/Roadway Geometry

Improved Forecast Existing With Recommended Alternative Study Intersection LOS

Table 3.2.7 summarizes improved forecast existing with recommended alternative a.m. peak hour and p.m. peak hour LOS of the improved study intersections, detailed LOS analysis sheets are contained in Appendix B.

Table 3.2.7 Improved Forecast Existing With Recommended Alternative AM & PM Peak Hour Intersection LOS				
Study Intersection	Forecast Existing Without Recommended Alternative		Improved Forecast Existing With Recommended Alternative	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS
1 – 8th St/Williams St	15.2 – C	15.7 – C	11.8 – B	12.2 – B
4 – 8th St/I-10 Eastbound Ramps	25.6 – D	21.5 – C	24.1 – C	22.9 – C
5 – 6th St/Ramsey St	13.4 – B	15.3 – C	2.4 – A	4.9 – A
16 – Hargrave St/I-10 Eastbound Ramps	17.5 – C	15.7 – C	23.7 – C	25.9 – C

Note: Delay shown in seconds per vehicle.

As shown in Table 3.2.7, assuming implementation of the recommended improvements, intersection operation at the four improved study intersections is reduced to an acceptable LOS according to agency performance criteria.

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3.3 Greenhouse Gas Emissions Analysis

3.3 Greenhouse Gas Emission Analysis

A. *Introduction*

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide (CO₂) a year.¹ Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (°F) over the next century. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change. GHGs contributing to global climate change which were included in this inventory are described below:

Carbon Dioxide (CO₂)

Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, the concentration of carbon dioxide in the atmosphere has increased 35 percent.² Carbon dioxide is the most widely

¹ California Energy Commission, Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004, 2006.

² United States Environmental Protection Agency, Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990 to 2004, April 2006, <http://www.epa.gov/climatechange/emissions/usinventoryreport.html>.

emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.

Nitrous Oxide (N₂O)

Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The Global Warming Potential of nitrous oxide is 310.

Methane (CH₄)

Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of methane are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The Global Warming Potential of methane is 21.

The implementation of the San Geronio Specific Plan is not anticipated to generate other forms of GHG emissions in quantities that would facilitate a meaningful quantification. Therefore, this inventory focuses on these three forms of GHG emissions.

B. Sources of Greenhouse Gases

Direct project-related GHG emissions include emissions from area and mobile sources. Indirect project-related GHG emissions include emissions from electricity consumption and water supply and conveyance.

C. *Baseline Greenhouse Gas Inventory Methodology*

Direct project-related GHG emissions include emissions from area and mobile sources. Indirect project-related GHG emissions include emissions from electricity consumption and water supply and conveyance.

Greenhouse Gas Inventory Methodology

GHG emissions were quantified for the buildout of both Scenario 1 and Scenario 2, utilizing the proposed land use designations of each scenario and associated mobile source emissions. The emissions do not account for ambient GHG emissions. The following illustrates the GHG inventory process.

Collect Land Use Data. GHG emissions are based on land use data for the project area, and are calculated from direct (including mobile and area sources) and indirect (including water supply and electricity consumption) sources. Land use data was collected for the buildout of Scenarios 1 and 2, and was input into the URBEMIS model.

Obtain Traffic Data. Based on the land use input, the URBEMIS model assigns a trip rate (based on the ITE Trip Generation Rate Manual, 7th Edition) to each land use type. Where necessary, the trip rate utilized by URBEMIS was manipulated to reflect the trip rate calculated by RBF Consulting. Each land use type is also assigned a trip length. Together, the trip rate and trip length for each land use type determine the vehicle miles traveled.

GHG Calculation. Emissions factors from the U.S. Energy Information Administration were utilized in the calculation of GHG emissions. Mobile source GHG emissions are calculated based on the vehicle miles traveled derived from the URBEMIS model, and are based on emissions factors from EMFAC2007. GHG emissions (CO₂, NO_x, and CH₄) for each scenario were converted into metric tons

of CO₂ equivalents per year (MTCO₂eq/yr) in order to present GHG emissions in comparable units.

D. Results of Baseline Greenhouse Gas Analysis

The results of the GHG inventory indicate that Scenario 1 would result in 237,985 MTCO₂eq/yr, and Scenario 2 would result in 110,337 MTCO₂eq/yr; refer to Table 3.3.1 and Table 3.3.2.

Table 3.3.1 Greenhouse Gas Inventory
Specific Plan Buildout Scenario 1

	Greenhouse Gas Type								
	CO ₂		N ₂ O		CH ₄		TOTAL		
	mt/yr	mtCO ₂ eq/yr	mt/yr	mtCO ₂ eq/yr	mt/year	mtCO ₂ eq/yr	mt/year	mtCO ₂ eq/yr	
HV-1	100,698.79	100,698.79	7.02	2,177.74	6.80	142.83	100,712.62	103,019.37	
HV-2	22,147.47	22,147.47	1.18	364.34	1.24	25.95	22,149.88	22,537.76	
TC-1	15,738.15	15,738.15	0.90	278.16	0.94	19.71	15,739.99	16,036.02	
TC-2	36,566.86	36,566.86	2.15	665.62	2.21	46.50	36,571.22	37,278.97	
CC-1	20,985.34	20,985.34	1.15	356.32	1.19	24.94	20,987.67	21,366.59	
CC-2	35,409.94	35,409.94	2.10	650.40	2.15	45.14	35,414.19	36,105.49	
NV-1	1,612.57	1,612.57	0.08	25.95	0.09	1.94	1,612.75	1,640.46	
Total	233,159.12	233,159.12	14.58	4,518.53	14.62	307.01	233,188.31	237,984.66	

Notes:

CO₂ = carbon dioxide, N₂O = nitrous oxide, CH₄ = methane

mt/yr = metric tons per year, mtCO₂eq/yr = metric tons of carbon dioxide equivalent per year

HV-1 = Heritage Village Subzone 1

HV-2 = Heritage Village Subzone 2

TC-1 = Town Core Subzone 1

TC-2 = Town Core Subzone 2

CC-1 = Civic Center Subzone 1

CC-2 = Civic Center Subzone 2

NV-1 = Neighborhood Village Subzone 1

Table 3.3.2 Greenhouse Gas Inventory
Specific Plan Buildout Scenario 2

District	Greenhouse Gas Type						TOTAL	
	CO ₂		N ₂ O		CH ₄		TOTAL	
	mt/yr	mtCO ₂ eq/yr	mt/yr	mtCO ₂ eq/yr	mt/year	mtCO ₂ eq/yr	mt/year	mtCO ₂ eq/yr
HV-1	8,552.61	8,552.61	0.47	145.33	0.49	10.25	8,553.57	8,708.19
HV-2	16,286.34	16,286.34	0.87	268.61	0.91	19.02	16,288.11	16,573.98
TC-1	7,642.38	7,642.38	0.41	128.34	0.43	9.08	7,643.22	7,779.80
TC-2	22,071.03	22,071.03	1.28	395.39	1.30	27.31	22,073.61	22,493.73
CC-1	20,951.75	20,951.75	1.15	356.23	1.19	24.90	20,954.09	21,332.88
CC-2	31,194.42	31,194.42	1.85	574.10	1.89	39.67	31,198.16	31,808.20
NV-1	1,612.57	1,612.57	0.08	25.95	0.09	1.94	1,612.75	1,640.46
Total	108,311.10	108,311.10	6.11	1,893.95	6.29	132.19	108,323.51	110,337.24

Notes:

CO₂ = carbon dioxide, N₂O = nitrous oxide, CH₄ = methane
 mt/yr = metric tons per year, mtCO₂eq/yr = metric tons of carbon dioxide equivalent per year
 HV-1 = Heritage Village Subzone 1
 HV-2 = Heritage Village Subzone 2
 TC-1 = Town Core Subzone 1
 TC-2 = Town Core Subzone 2
 CC-1 = Civic Center Subzone 1
 CC-2 = Civic Center Subzone 2
 NV-1 = Neighborhood Village Subzone 1

The greatest source of GHG emissions for both scenarios is due vehicular sources. Scenario 1 would result in a greater quantity of GHG emissions due to the types and intensities of the land uses proposed. Scenario 2 proposes a

lower land use intensity (resulting in a fewer amount of trips that would be generated) as compared to Scenario 1. Comparatively, Scenario 1 would result in 1,185,828 vehicle miles traveled (VMT), while Scenario 2 would result in 480,264 VMT. This is primarily due to the increased mix of residential and non-residential uses in Scenario 2, which promotes alternative methods of non-vehicular travel in the study area (i.e., shorter trip distances, pedestrian travel, etc.). Therefore, Scenario 2 would result in reduced GHG emissions.

E. Results of Greenhouse Gas Analysis for Recommended Alternative

Scenario 3 was developed as a recommendation based upon the results of the emissions from Scenarios 1 and 2. Table 3.3.3 presents the GHG emissions from Scenario 3, which results in 222,159 VMT. The decrease in VMT as compared to those in Scenarios 1 and 2 is due to the reduction in land use intensity. Scenario 3 would result in an approximate 76 percent reduction in GHGs from the emissions of Scenario 1, and an approximate 48 percent reduction in GHGs compared to Scenario 2.

Table 3.3.3 Greenhouse Gas Inventory
Recommended Alternative (Scenario 3)

District	Greenhouse Gas Type						TOTAL	
	CO ₂		N ₂ O		CH ₄		TOTAL	
	mt/yr	mtCO ₂ eq/yr	mt/yr	mtCO ₂ eq/yr	mt/year	mtCO ₂ eq/yr	mt/year	mtCO ₂ eq/yr
HV-1	3,656.93	3,656.93	6.99	2,165.43	6.73	141.23	3,670.64	8,708.19
HV-2	7,802.01	7,802.01	1.09	337.84	1.08	22.73	16,288.11	16,573.98
TC-1	4,966.97	4,966.97	0.86	265.47	0.85	17.76	7,643.22	7,779.80
TC-2	15,577.33	15,577.33	2.15	665.62	2.21	46.50	22,073.61	22,493.73
CC-1	4,989.12	4,989.12	1.07	331.27	1.05	22.04	20,954.09	21,332.88
CC-2	13,559.41	13,559.41	2.01	623.64	1.98	41.57	31,198.16	31,808.20
NV-1	1,612.57	1,612.57	0.08	25.95	0.09	1.94	1,612.75	1,640.46
Total	52,164.34	52,164.34	14.24	4,415.22	13.99	293.76	108,323.51	110,337.24

Notes:

CO₂ = carbon dioxide, N₂O = nitrous oxide, CH₄ = methane

mt/yr = metric tons per year, mtCO₂eq/yr = metric tons of carbon dioxide equivalent per year

HV-1 = Heritage Village Subzone 1

HV-2 = Heritage Village Subzone 2

TC-1 = Town Core Subzone 1

TC-2 = Town Core Subzone 2

CC-1 = Civic Center Subzone 1

CC-2 = Civic Center Subzone 2

NV-1 = Neighborhood Village Subzone 1



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4.0 Recommendations

4.0 Recommendations

This chapter provides recommendations for the City of Banning to use in future planning efforts related to improving the economic performance, functionality, design and identity of the Paseo San Gorgonio Specific Plan area. The recommendations consider the four core principles of the Compass Blueprint Demonstration Project Program: Mobility, Livability, Prosperity and Sustainability.

A. *Land Use and Development Standards*

Recommendation A.1: Establish Development Threshold Assumptions

Theoretical buildout of the Paseo San Gorgonio Specific Plan area would introduce a significant level of development that may not be absorbable over the planning period. Therefore, it is recommended the Specific Plan and future CEQA analysis establish development threshold that would provide for more effective mitigation of impacts over time.

Establishing threshold assumptions would not preclude the development of projects up to the standards provided in this plan, rather provide a means to strategically balance potential impact mitigation with the ability to stimulate economic growth and change.

Recommendation A.2: Establish Development Monitoring Program

To ensure future implementation of land use standards and provision of the Specific Plan are effective and do not impose unanticipated impacts on existing and future users, a program to monitor the effectiveness of the Plan is recommended. The monitoring program will evaluate the effectiveness of parking standards, ensure parking is readily available adjacent to businesses

and ensure land use standards are effective in creating a vibrant, pedestrian-friendly and economically healthy downtown area.

It is recommended that the monitoring program trigger at 25%, 50% and 75% of the assumed 625,165 square foot commercial development threshold of the Specific Plan.

- 25% Buildout – 156,000 square feet
- 50% Buildout – 312,000 square feet
- 75% Buildout – 468,000 square feet

Buildout will be evaluated based upon issued occupancy permits of new development and should not be monitored until normalized operations are achieved. Normalized operations should be defined approximately 6 months from the issuance of occupancy permits

Recommendation A.3: Establish Predictable and Streamlined Development Review Procedures

The Draft Specific Plan is lacking in guidance for the review and development of subsequent projects once the plan is adopted. Therefore, the Specific Plan should establish a clearly-articulated development review process to provide for the minimization and/or elimination of time and uncertainty in the discretionary review process. This process should be unique to the Specific Plan area.

The development review procedures should establish clear permit requirements, standard conditions for discretionary projects and establish timelines for approvals.

Recommendation A.4: Establish Tiered Development Review Process

The draft Specific Plan establishes Permitted and Conditionally Permitted uses only. It is recommended that the Specific Plan provide for a tiered review process to ensure development is approved in an efficient and fair manner.

The City of Banning should limit the number of land uses/activities that require discretionary approvals before the Commission/Council to encourage new development. Land uses/activities within the Specific Plan area that may impose unique impacts should be addressed in the land use and development standards, rather than in a discretionary manner. Clearly articulated standard findings should be established to ensure projects meet the spirit and intent of the Specific Plan.

The tiered-review process should maximize staff-level review of projects through an Administrative CUP process, or similar procedure. Only uses or activities that have the potential to introduce significant impacts (e.g., entertainment, alcohol sales, hours of operation, etc.) should be considered at the PC/CC level. The Specific Plan would provide the regulatory and design guidance to address the majority of potential land use issues.

A Development Review Committee is recommended to ensure projects that may impose unique impacts are evaluated in a consistent and fair manner. The formation of the Development Review Committee should include Department/Division Managers, and representatives from Police and Fire. Additionally, 1 or 2 Planning Commissioners are recommended. Professionals in the design field (architecture, landscape architecture) could also be members on an ex-officio basis.

Recommendation A.5: Focus Initial Development Incentives along Ramsey

Establishment of a core downtown area should be focused initially upon the Ramsey Corridor. This can be accomplished through the establishment of a Zoning Incentives Overlay applied to properties fronting the Ramsey Corridor. Incentives should be focused on non-monetary incentives to ensure the City is not overburdened by somewhat unpredictable capital outlays. The City of Banning should consider the following incentives:

Recommended Incentives:

- By-Right Development (commercial/residential)
- Waiving of parking requirements
- Density Bonus/FAR bonus for public amenities adjacent to Ramsey
- Fee Deferral (after occupancy)
- LEED Certified Building Incentives (FAR/Density bonus)
- Incentives for joint-use of parking
- Integrated transit/transportation facilities

B. Parking

The following recommendations are identified for consideration by the City of Banning for efficient management of parking supply within the Specific Plan area. Utilization of one or more of the recommendations provided can help minimize development costs, consolidate parking infrastructure, and maximize parking supply usage. Selection of applicable recommendations is highly influenced by City policies and regulations, as well as project area specific circumstances. The parking recommendations included in this section are intended to support the vision, goals, policies and objectives of the proposed project.

Recommendation B.1: Proactive Parking Management and Oversight

It is worth noting the Specific Plan document for the downtown area assumes no parking is required for live/work dwelling units and some small ground floor properties where the building square footage is less than 3,000 square feet. The elimination of parking requirements for some land uses inherently means the City of Banning will help accommodate the parking demand through public on-street parking or public off-street parking in parking facilities. The technical parking analysis concluded there is adequate on-street parking supply within the downtown area to accommodate the demand associated with uses that are exempted from providing on-site parking spaces. However, the adequacy of downtown parking should be monitored as increased commercial activity occurs and increased demand is realized. In communities where zoning allows reduced parking, a common concern is the proximity of parking to serve the needs of the businesses, visitors, and residents. Since different land uses

require different parking needs and duration, implement a parking regulation plan that helps control who, when, and how long vehicles may park at a particular location, and as such, prioritizing parking facility use. Therefore, the City should consider monitoring underutilized parking areas and highlight ways to innovatively and efficiently make use of available parking (e.g. directing staff-persons to park on the edges of the commercial core, increasing the pool of parking supply available to visitors).

Recommendation B.2: Identify and Utilize Shared Parking Opportunities

Shared parking review can be prepared to identify the potential of reducing the number of on-site parking spaces required by City Municipal Code to adequately park specific development projects. Reduction of parking supply based on shared parking concepts is based on the supposition that some or all of the land uses contained within the downtown have different peak periods for parking demand. The variance in peak times of usage present the possibility of shared parking opportunities between complimentary land uses, thus reducing the overall parking supply required within the downtown. The concept allows for one parking space to potentially serve the need of multiple land uses, depending of peak usage times. Examples include a predominantly daytime use sharing the same parking supply used with a predominantly nighttime use, or a weekend use sharing the same parking supply with a weekday use.

To examine the shared parking concept, it is necessary to evaluate the specific characteristics of complimentary land uses and available parking facilities and to estimate the resulting effects on parking demand occurring from the combination of those uses. The planned courthouse project within the downtown is a good example of a land use that will likely require substantial on-site parking that will peak mid-day during the week. Shared parking opportunities exist between the civic uses and the commercial businesses that cater to evening and weekend patrons or visitors. It is recommended the City advocate for public use of parking constructed as part of the courthouse project

during the evenings and weekends, and to consider additional opportunities for shared parking as development occurs within the downtown.

Recommendation B.3: Increase Angle Parking

Downtown Banning has a strong grid street system that provides an opportunity to increase parking supply through minimal effort. Changing parallel on-street parking spaces to angle parking spaces through re-striping roadways where minimal traffic travel lanes are required can provide immediate increased parking supply. This strategy requires minimal upfront engineering or planning costs, and better utilizes available right-of-way already owned by the City.

Recommendation B.4: "Park Once" Strategy

Adopt a "Park Once" strategy for the project area, by including as many parking spaces as possible in a pool of shared, publicly available parking spaces. Build strategically located, publicly available parking facilities in lieu of many small on-site private parking lots. While the provision of off-street public parking facilities is not currently envisioned in the parking analysis, the utilization of parking in-lieu fees by the private sector development may advance the need for implementation of public off-street parking facilities. A "Park Once" strategy is typically implemented through the following policies:

- Prohibit or discourage private parking in new nonresidential developments in the project area (except for residential development), and encourage participation in a parking credit or in-lieu fee program to fund the construction and maintenance of public parking lots and parking structures. The Specific Plan already suggests parking rates that reduce on-site parking demand through payment into an in-lieu fee program.
- Purchase or lease existing private parking lots and add them to the public parking supply.

Regular parking surveys will help determine the need for development and efficient location of parking facilities.

Recommendation B.5: Establish a Parking In-Lieu Fee Program

Consistent with the recommendations included in the Specific Plan, establish a parking in-lieu fee program in concert with a “Park Once” strategy. A parking in-lieu fee program would encourage new nonresidential developments in the project area to pay a market rate fee for the geographic area per required parking space to the City in-lieu of providing parking spaces on-site. Reducing on-site parking supply provides the ability to maximize buildable square footage.

In order to implement a parking in-lieu fee program, the City needs to establish and administer a mechanism for setting and collecting in-lieu fees and for providing adequate parking supply in the project area through construction and maintenance of public parking lots and potentially parking structures. Proposed parking sites would need to be identified before or simultaneous with the creation of an in-lieu fee program.

The parking in-lieu fee amount can be collected in a variety of ways, three potential mechanisms are provided below:

- One mechanism is to charge a one-time fee per parking space, set to cover the costs of land acquisition and construction and maintenance of a parking space.
- A second fee collection mechanism would be the payment of an annual fee per in-lieu parking space set by the City.
- A third solution would be to charge a one-time fee for construction and an annual fee for maintenance of public parking.

In-lieu parking funds would be deposited with the City of Banning, in a separate fund (Parking In-Lieu Fee Fund) specifically for administration of parking in the

project area. These funds would be used for providing off-street parking facilities, including property acquisition and development of strategically located parking facilities serving the project area.

Recommendation B.6: Prepare a Parking Master Plan for the Project Area

Prepare a Parking Master Plan, with a 20-40 year timeframe, to determine the strategic location of future parking facilities. The study should also develop a parking system management plan, a financial plan, and an implementation plan for parking programs in the project area.

When developing the location of future parking facilities in the Parking Master Plan, consider the following principles identified to supplement the goals of the proposed project:

- Ingress/egress should occur via side streets and avoid access directly on Ramsey Street or other pedestrian oriented streets.
- Locate parking access locations accounting for high pedestrian traffic areas and to minimize vehicle/pedestrian conflicts.

Recommendation B.7: Create a Residential Parking District

To prevent spillover parking from the downtown into adjacent residential neighborhoods, consider implementation of Residential Parking Districts. Residential parking permits should be distributed to households in the Residential Parking Districts for a nominal cost. The supply of on-street parking in the Residential Parking Districts should be calculated and permits issued to attain peak hour parking utilization of 85-90%. If additional permits are available after residents have been issued permits, permits could be sold to non-residents at market rates, with the proceeds funding the permit program and/or streetscape improvement/maintenance in the Residential Parking District areas.

The Residential Parking Districts could either prohibit non-permit holder parking throughout the day, or could allow limited-time parking during the day for non-permit holders when many residents are away.

Recommendation B.8: Reduced or Eliminated Auto Parking Requirements

Where parking demand is lower due to geographic location, reduced parking requirements could be established for these locations. While eliminating the parking requirements would not necessarily mean no new parking would be constructed, it simply means market forces would determine the appropriate level of supply, based on market demand.

Recommendation B.9: Pedestrian Amenity Improvements

Identify and evaluate the environment to hinder or encourage pedestrian activity and access of the downtown. Improved walking facilities for pedestrians such as sidewalk and crosswalk upgrades, traffic calming measures, reduced crossing distances, and shade-providing landscaping can increase acceptable walking distances to more remote parking areas.

Recommendation B.10: Unbundle Parking

The costs associated with parking facilities are usually included in the sale or rental price of housing and commercial facilities. As such, the actual cost of parking is often hidden in the cost of all other goods and services. When parking is unbundled, the cost to lease or purchase parking is separated from the cost to lease or purchase usable space. Charging separately for parking can be effective in encouraging households to own fewer cars, which could ultimately lead to fewer vehicle trips and reduced development costs.

Recommendation B.11: Create a Commercial Parking Benefit District

Create a Parking Benefit District to implement a meters and improvements program. Install parking meters in the core commercial area of the project

area. While charging a fee for parking supply within the downtown may not yet be feasible, this strategy may increase in prominence as the commercial activity grows and the corresponding premium for parking increases as well. Creation of a parking benefit district based on fees should be viewed as a strategy for a busy downtown area that already includes a strong social, economic, and cultural presence.

Parking rates should be set to maintain a roughly 10-15% vacancy rate, and time limits should be eliminated. Parking revenues from the project area parking meters should be dedicated to public improvements and public services benefiting the project area in general, and specifically the areas containing metered parking.

Creation of a commercial parking benefit district will prevent long-term parking and encourage higher turnover in the most desirable parking spaces in the project area. A typical phenomenon in the project area with no parking restrictions/parking pricing is employee parking in the most desirable parking spaces in front of businesses. Employee parking in the most convenient spaces frustrates customers when finding parking in close proximity to the business. With proper pricing in the commercial parking benefit district, employees will find it worthwhile to park more remotely and cheaper, bargain hunters will choose to park in the surface parking lots/parking structures created as part of the parking in-lieu fee program, and convenience seekers will spend a bit more to park in the prime, metered parking spaces in front of project area businesses.

Recommendation B.12: Encourage Non-Motorized Transportation Use

Consider increasing access to downtown area through review of bicycle routes to downtown and amenities to accommodate non-motorized transport users. Other modes for consideration include Segways and Neighborhood Electric Vehicles (NEVs), both of which can reduce transportation costs, minimize parking requirements, and increase access to varying demographic groups. To promote non-motorized transport usage, inclusion of bicycle/alternative modes

parking and shower facilities within the downtown can be an effective measure to reduce vehicle use. Consider utilizing the City Hall facility to showcase alternative modes of transportation, and provide charging stations for electric vehicles such as Segways and NEVs.

Recommendation B.13: Parking Contingency Plan

In the event parking spaces within the downtown are full occupied, develop a contingency plan that would provide for additional remote location parking spaces. Additionally, during the holiday season or other busier than normal times, shuttle service could also be provided to and from the off-site locations thereby reducing vehicular congestion in the immediate vicinity of the “full” parking lot land use.

C. *Transportation and Circulation*

The City of Banning has the opportunity to enhance the livability and accessibility of Ramsey Street to all users, including pedestrians, bicyclists, transit-users, visitors, businesses, and shoppers, as well as motorists. Review of the Illustrative Plan included in the San Geronio Specific Plan indicates the interruption of Livingston Street is under consideration. Based on our review of similar downtowns throughout Southern California, there are important benefits provided by a parallel roadway to the established or desired “Main Street”. The focus on walkability and community design to strengthen the “place” that Ramsey Street provides for downtown can serve local transportation needs as well as support local commercial, civic, and cultural needs. Focusing on serving all users on Ramsey Street with a balanced approach to motorists and non-vehicle based users is strengthened by an approach that provides thoroughfare traffic a parallel route on Livingston Street.

Establishment of walkable and livable objectives on Livingston Street may be challenging due to its distance from the core commercial businesses, the southern edge limited to Caltrans right-of-way, and the air quality and noise impacts associated with Interstate 10. Therefore, we recommend prioritization of Livingston Street as the roadway to accommodate motorists that desire to move through downtown quickly without slowly traveling along Ramsey Street adjacent parked vehicles, bicyclists, pedestrians, and transit users. Additionally, Livingston Street can provide the “backdoor” to downtown and access to existing surface parking on-street and off-street behind commercial businesses. While the 4th Street/Ramsey Street intersection is forecast to operate acceptably, consideration of a roundabout at the intersection is recommended to facilitate through traffic utilization of Livingston Street to “bypass” the downtown area. Use of Livingston Street as a bypass roadway will

minimize through traffic use of Ramsey Street and will allow thoroughfare traffic on a roadway without sensitive land uses such as residential properties.

Examples of downtowns where a primary “Main Street” is provided together with a bypass roadway include the following:

- Old Town Temecula: primary “Main Street” is Front Street, with bypass traffic accommodated via Mercedes Street.
- Downtown Redlands: primary “Main Street” is State Street, with bypass traffic accommodated via Redlands Boulevard.
- Old Town Poway: primary “Main Street” is Midland Road, with bypass traffic accommodated via Community Road.
- Downtown Claremont: primary “Main Street” is Yale Street, with bypass traffic accommodated via Indian Hill Boulevard.
- Downtown El Monte: primary “Main Street” is Valley Mall, with bypass traffic accommodated via Valley Boulevard.
- Downtown San Fernando: primary “Main Street” is San Fernando Road, with bypass traffic accommodated via Truman Street.

The examples provided above are notable in the provision of a dedicated street where the sense of place is reinforced, and balanced with the need to accommodate traffic focused on the social, economic, and cultural amenities provided along the corridor. Additionally, the examples provided above maintain a circulation system with a grid that is uninterrupted and provides multiple parallel roadway options to accommodate both motorists and non-motorists. Based on our review of the connectivity provided by Livingston Street, the following recommendations are provided to accommodate through traffic and support livability for pedestrians and other non-motorists:

Recommendation C.1: Grid Street Circulation System and Connectivity

Maintain grid street circulation system and connectivity on Livingston Street between 6th Street and Alola Street as a parallel roadway to accommodate through traffic and parking activity supporting the downtown.

Recommendation C.2: Consideration of Roundabouts

Where operational analysis has identified a future need to install traffic signals, consideration of roundabouts is recommended to review operational function and determine feasibility and consistency with the goals, policies, and objectives of the Specific Plan.

Recommendation C.3: Reduce Performance Criteria

To encourage pedestrian activity within the downtown area, consider reducing the performance criteria within the Specific Plan area from LOS C to LOS D or better.

To further encourage pedestrian activity within a designated area, many jurisdictions are adopting modified performance criteria to balance the needs between vehicular and non-vehicular traffic. Consideration of a modified performance criteria allows for reduced circulation improvements in locations where motorist expectations are in keeping with slower speed, walkable areas, where the priority is clearly focused on pedestrian movement. Examples of downtowns where the citywide performance criteria is lowered to support walkable communities include the following:

- Old Town Temecula; and
- Downtown Perris.

The reduction of performance criteria works complimentary to the goal of prioritizing non-motorized traffic, through slower speed roadways and narrow street-crossings for pedestrians. Based on our review of the downtown and

citywide traffic performance criteria, the following recommendation is provided:

D. Recommendations to Reduce Greenhouse Gas Emissions

A wide range of sustainable measures are available and feasible for incorporation into plan-level documents. These sustainable measures have a direct correlation to the reduction of GHG emissions, and are attributable to increased pedestrian, bicycle, and transit-oriented travel; reduced vehicle travel and therefore, reduced VMT; energy efficiency; water conservation; and green building measures, among others. The following provides examples of sustainable measures to be considered for incorporation:

- Encourage use of Leadership in Energy and Environmental Design (LEED) building components, or achieve LEED certification.
- Encourage new construction to exceed Title 24 Energy Efficiency Standards by 20 percent or more.
- Ensure new construction complies with California Green Building Code Standards and local green building ordinances.
- Use locally available building materials, such as concrete, stucco, and interior finishes where feasible.
- Install high-efficiency, Energy Star®-rated (or higher) equipment in new and remodeled buildings, where feasible.
- Install light colored paving, and use landscaping within large paved areas to reduce heat island effect.

- Require orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, enhance natural ventilation, and promote effective use of daylight. Orientation should optimize opportunities for on-site solar generation.
- Provide outreach and education to local businesses on energy, waste, and water conservation benefits and cost savings.
- Provide safe and convenient pedestrian and bicycle connections to and from activity centers, commercial districts, offices, neighborhoods, schools, other major activity centers. Require commercial developments to include bicycle amenities in building such as bicycle racks, showers, and lockers.
- Provide pedestrian amenities, traffic-calming features, plazas and public areas, attractive streetscapes, shade trees, lighting, and retail stores at activity centers.
- Encourage high-density, mixed-use, and infill development.
- Ensure that proposed land uses are supported by a multi-modal transportation system and that the land uses themselves support the development of the transportation system.
- Design projects in a manner such that runoff from rooftops, parking areas and other sources drains into landscaped areas.
- Install low-flow or no-flow plumbing fixtures in new and renovated buildings.

- Require use of native and drought-tolerant plants, proper soil preparation, and efficient irrigation systems for landscaping, and increase use of recycled and reclaimed water for landscaping.

E. Streetscape and Landscape

The following exhibits illustrate recommendations for streetscape and landscape improvements in the downtown. Exhibit 4.1 is conceptual site plan for streetscape and landscape improvements. Exhibits 4.2 through 4.7 show typical cross sections including dimensions, type of parking and placement of street trees and sidewalks.



*Exhibit 4.1 Site Plan- Streetscape/Landscape Improvements
(Refer to key notes on next page)*

Notes:

1. 4th Street is designed to accommodate the “live-work” neighborhood on the east side with diagonal parking, curb adjacent sidewalks and street trees in tree well pockets. The west side remains a traditional neighborhood with parallel parking, large parkways, street trees and sidewalk set behind parkway.
2. Williams Street and Hays Street are similar as they provide east-west access, primarily without any residential or commercial frontage, with two travel lanes and parallel parking. Street trees on Williams are set within a continuous parkway, while street trees on Hays are in tree well pockets in the curb-adjacent sidewalk.
3. Alola, Marin and Drury Streets are similar in design layout, with a 60-foot right-of-way. These streets have two travel lanes, parallel parking, four-foot wide, curb-adjacent parkway, and a six-foot wide sidewalk set back behind the parkway. Street trees are spaced consistently within the parkway.
4. Central on-way circle is designed to be consistent with the Master Plan Design Guide, proving a central focal and pedestrian feature within the County Courts campus.
5. San Gorgonio Street provides the primary north-south downtown connection to Ramsey Street retail-entertainment core and the arts and studios districts. Curb adjacent sidewalks are generally wide, 10 feet minimum, with trees in tree wells and special accent paving on corners, intersections and public gathering/paseo areas.

6. South end of 4th Street is realigned with curve to allow direct, through traffic onto Livingston. West Livingston at 4th Street becomes a "T" intersection to allow for optimum traffic movement.
7. Livingston Street remains a through street to allow for optimum traffic movement through the downtown. With an existing right-of-way of 50 feet, it provides two travel lanes, parallel parking on the north side, and a 10-foot planted parkway buffer on the south side, adjacent to the 10 Freeway. The north side of the street allows for sidewalks to vary from curb adjacent or setback with a 4-foot continuous parkway, depending on existing conditions and uses. Street trees are provided in both conditions with the 4-foot parkway or within 4-foot tree well pockets of the curb adjacent, 8-foot wide sidewalk.
8. 3rd Street, 1st Street and Murray Street are similar in design with planted medians, one wide travel lane on each side of the median and diagonal parking on both sides. Curb-adjacent sidewalks are 8 feet wide with street trees in tree well pockets. Live-work neighborhoods (north of Hays) have buildings set back from the right-of-way while the downtown area (south of Hays) allows buildings to sit or near the right-of-way. Refer to the cross sections for dimensions.
9. Ramsey Street provides the primary pedestrian and vehicular movement through the downtown and will require the highest level of public improvements and enhancements. Roundabouts on both ends (4th Street and Alola) provide the gateways to the Paseo San Gorgonio Specific Plan area with extensive aesthetic improvements as well as enhanced traffic flow. All intersecting streets will provide bump-outs for pedestrian crossings, accent paving materials on corners and crosswalks, and accent landscape materials/trees. The intersections with San Gorgonio, Alessandro, Martin and Drury Streets will allow for extensive accent treatments, including larger corner pedestrian setbacks, semi-circular rows

of colorful accent trees (crape myrtle or similar) and a background/secondary row of larger canopy trees (Chinese Pistache).

Existing right-of-ways vary along Ramsey Street. Within a minimum right-of-way of 70 feet, there will be two travel lanes, 30-degree angled parking on both sides, and a minimum 8-foot wide sidewalk on both sides with trees in tree well pockets. Additional street trees are provided within consistently spaced planter pockets in lieu of angled parking. All street trees along Ramsey should be of the same species and provide a wide canopy of shade. Recommended trees are Chinese Pistache, Chitalpa, Callery Pear, London Plane, or Zelkova.

10. Roundabouts located at the gateway intersections of 4th Street/ Ramsey and Alola/Ramsey provide entry features to the Paseo San Gorgonio area. The traffic movement lanes are provided within the existing 110-foot minimum diameter requirement, from corner to corner diagonally. The extended pedestrian improvements and landscape treatments on the outer “corners” will require additional right-of-way to provide for accent paving at corners, pedestrian oriented safety enhancements (planters and walkways) and accent trees backing each quadrant of the pedestrian corner. Trees shall be Crape Myrtle as front row, with Chinese Pistache as background row. Splitter islands will be minimally planted to provide for clear traffic and pedestrian visibility. Crosswalks, provided approximately one car length behind the yield line, will be accentuated with textured accent paving and safety zones within each splitter island. Inner circle of roundabouts will provide for landmark monument or special accent landscape material.

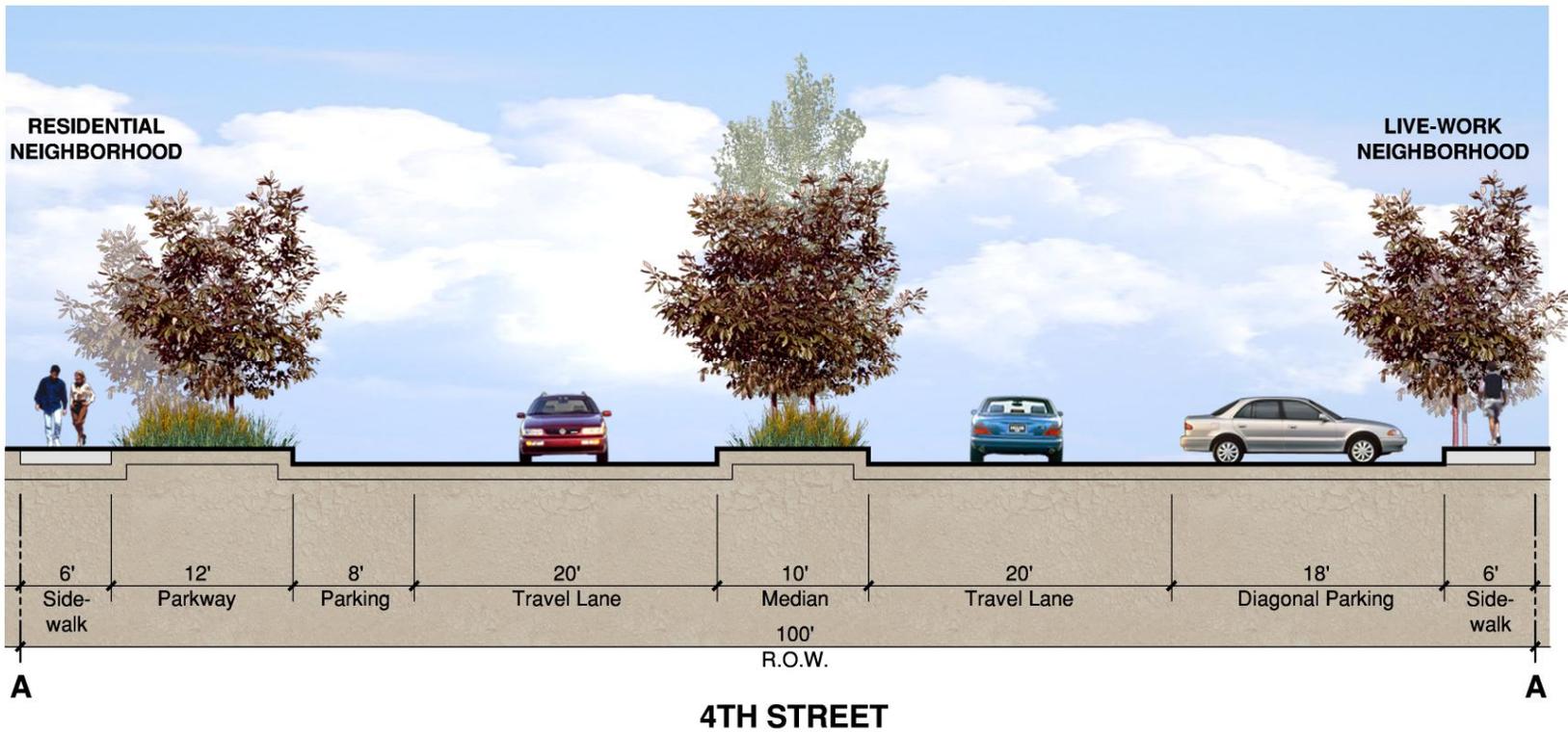


Exhibit 4.2 Section A-A: 4th Street

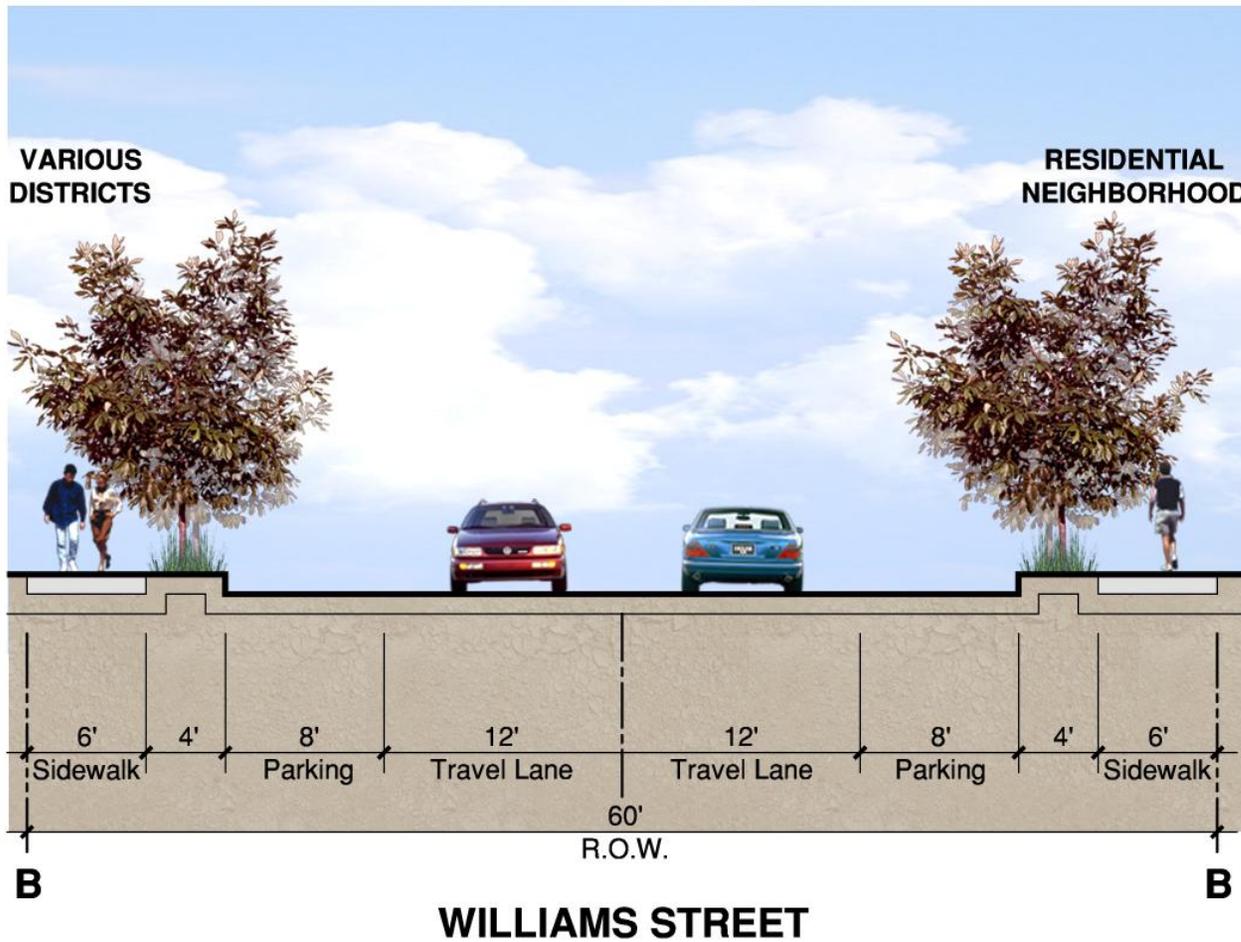


Exhibit 4.3 Section B-B: Williams Street

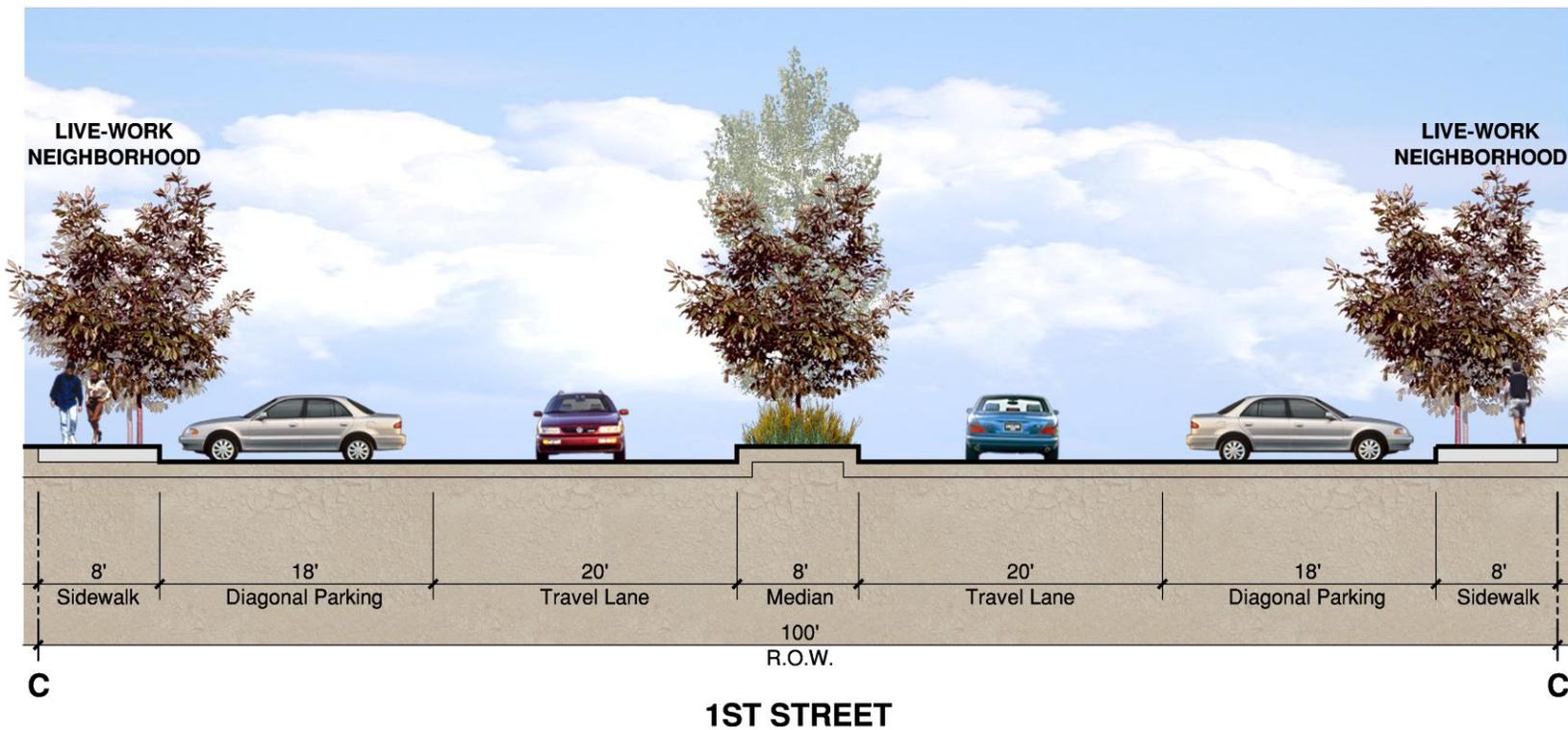


Exhibit 4.4 Section C-C: 1st Street

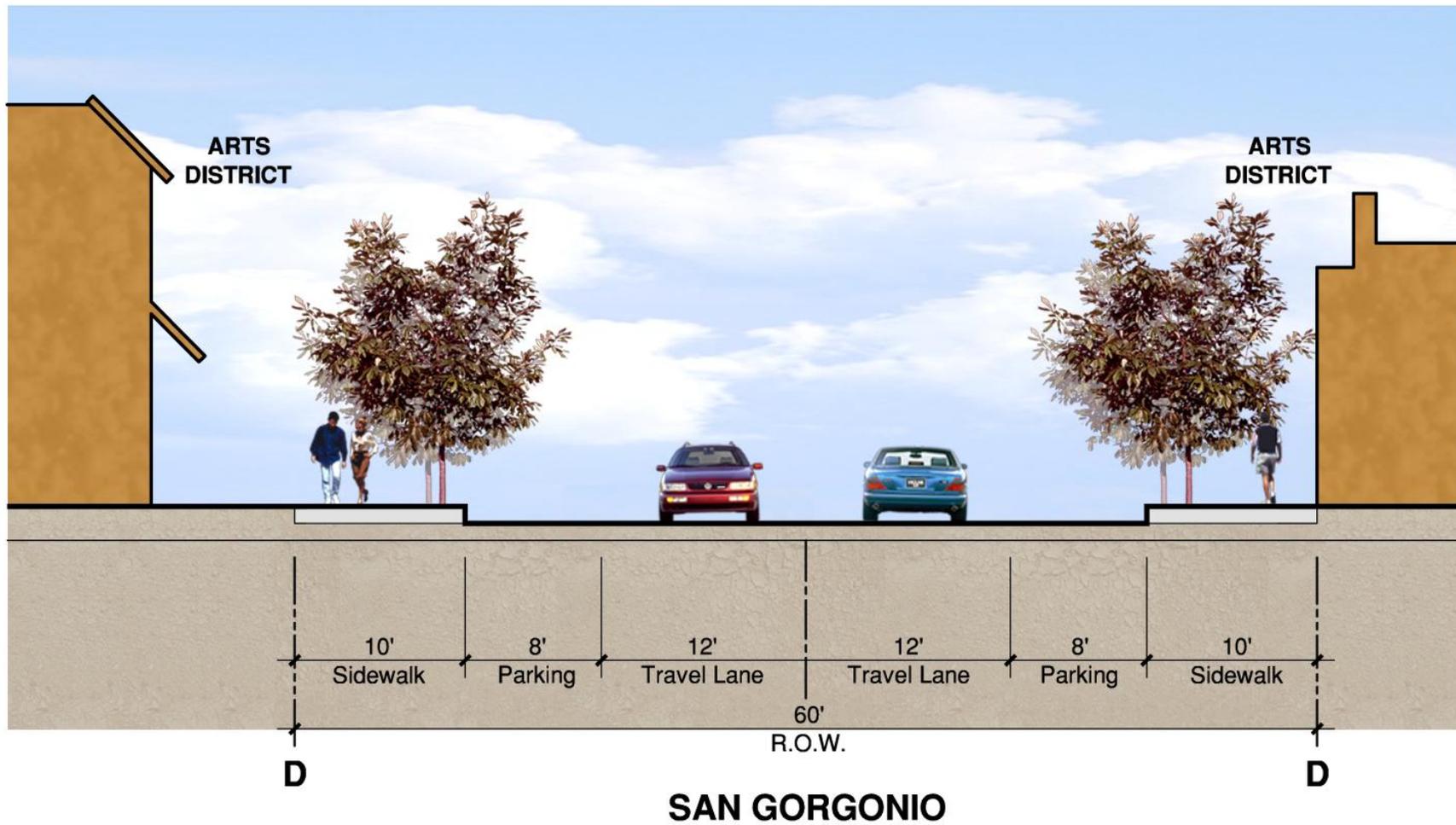


Exhibit 4.5 Section D-D: San Gorgonio

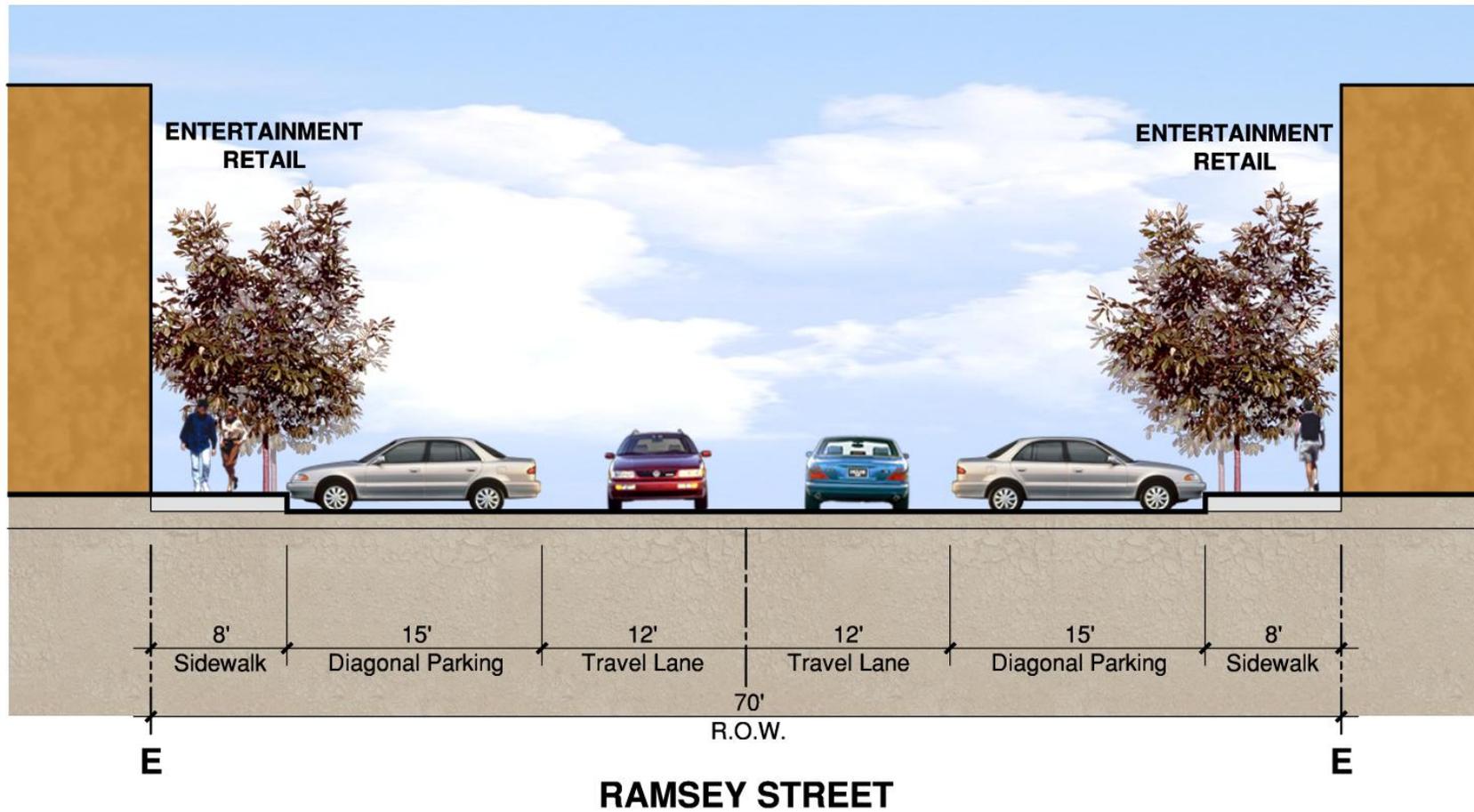


Exhibit 4.6 Section E-E: Ramsey Street

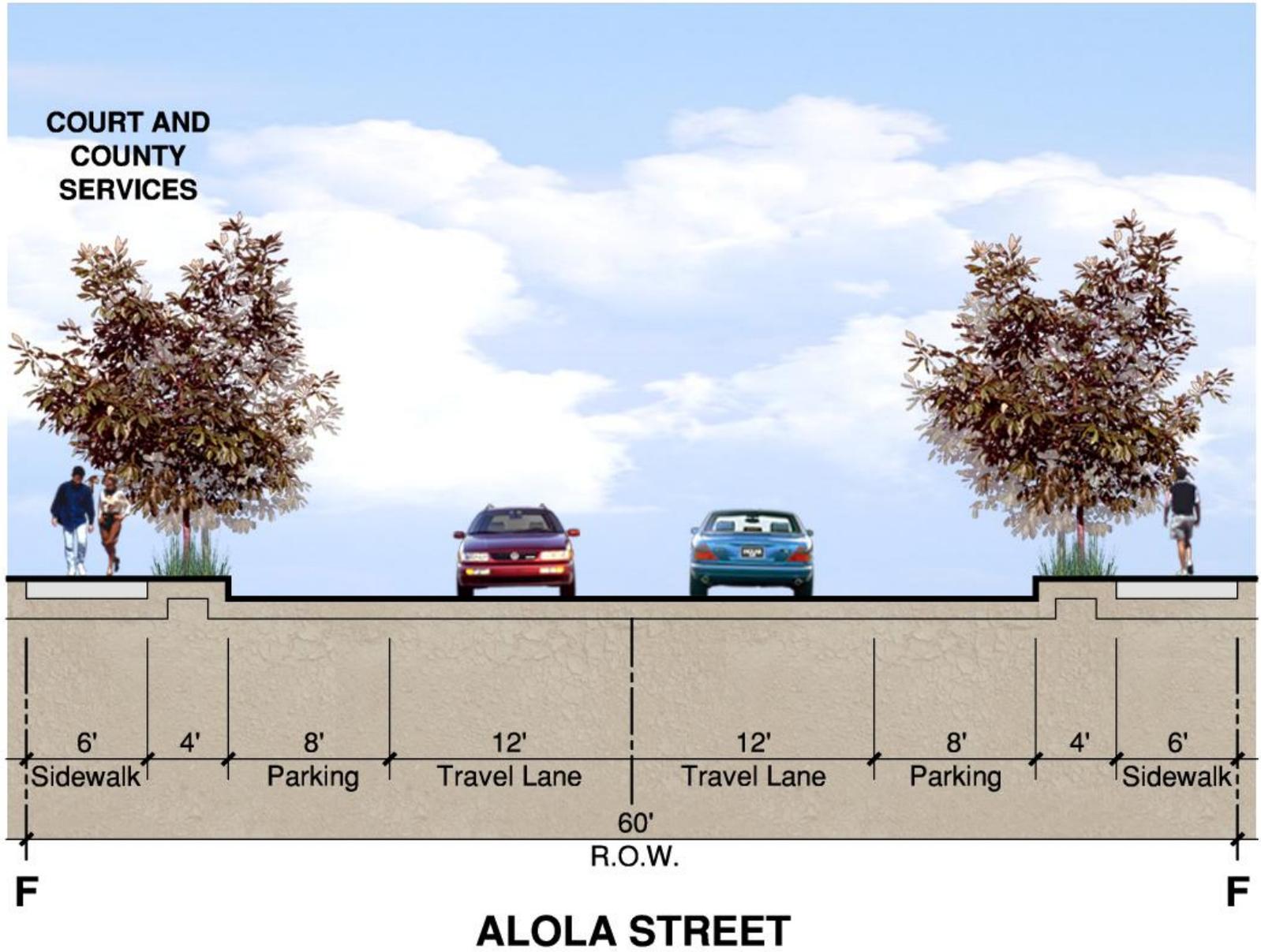


Exhibit 4.7 Section F-F: Alola Street

Paseo San Gorgonio Streetscape Furniture Palette
 The Street Furnishings shown are intended to provide a variety of styles that follow the character and intent of the Master Plan Design Guide while allowing each Subdistrict to reflect its own identity



Historic style lighting and street furniture for retail/entertainment and gallery areas.



Prairie style street furniture/light fixtures for residential and live-work areas.



Metro style light fixtures/street furniture for Civic Center and County court areas.



Accent paving and tree gates within all districts.

Exhibit 4.8 Streetscape Furniture Palette

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Appendices