AGENDA

SPECIAL CITY COUNCIL MEETING (WORKSHOP) OF THE BANNING CITY COUNCIL
CITY OF BANNING, CALIFORNIA

January 9, 2024
4:00 p.m.
In Chambers

Council Chambers
99 E. Ramsey Street
Banning, CA 92220

The following information comprises the agenda for the regular meeting of the Banning City Council, a joint meeting of the City Council and Banning Utility Authority, and the Banning City Council sitting in its capacity as the Banning Successor Agency Board.

Per City Council Resolution 2016-44, matters taken up by the Council before 10 p.m. may be concluded, but no new matters shall be taken up except upon a unanimous vote of the council members present and voting. Such an extension shall only be valid for one hour and each hour thereafter shall require a renewed action for the meeting to continue.

1. CALL TO ORDER

2. PUBLIC COMMENTS - ***Agenda Items Only***

3. WORKSHOP ITEMS

3.1 Consideration of the Downtown Revitalization and Complete Streets Plan, Prepared by Alta Planning + Design, Inc., as a Set of Policies and Design Guidelines for the Downtown Area
Recommendation: Discuss the concepts and guidelines presented in the Downtown Revitalization and Complete Streets Plan (DRCS) in advance of adoption of a Resolution implementing the plan as a set of policies and design guidelines.

4. ADJOURNMENT

AFFIDAVIT • DECLARACIÓN JURADA

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Caroline Patton, Administrative City Clerk
Secretario adjunto de la ciudad

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Public Comment

Agenda Items

Any member of the public may address this meeting of the City Council on any item appearing on the agenda. A five-minute limitation shall apply to each member of the public and no member of the public shall be permitted to share their time with any other person.

Non-Agenda Items

Any member of the public may address this meeting of the Council on any item which does not appear on the regular meeting agenda but is of interest to the general public and is an item upon which the Council may act. A three-minute limitation shall apply to each member of the public and no member shall be permitted to share their time with any other person. No action shall be taken, nor discussion held by the Council, on any item which does not appear on the agenda, unless the action is otherwise authorized in accordance with the provisions of subdivision (b) of §54954.2 of the Government Code.

Special Assistance/Accessibility Requests

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99 East Ramsey Street, Banning, California 92220

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Nate Smith, Public Works Deputy Director** **Art Vela, Director of Public Works**
MEETING DATE:	**January 9, 2024**
SUBJECT:	**Consideration of the Downtown Revitalization and Complete Streets Plan, Prepared by Alta Planning + Design, Inc., as a Set of Policies and Design Guidelines for the Downtown Area**

RECOMMENDATION:

Discuss the concepts and guidelines presented in the Downtown Revitalization and Complete Streets Plan (DRCS) in advance of adoption of a Resolution implementing the plan as a set of policies and design guidelines.

BACKGROUND:

Award of Consultant Contract

On June 22, 2021, the City of Banning was awarded a $297,461 Sustainable Communities Grant (SB-1 Grant) from the California Department of Transportation (Caltrans) to retain the services of an experienced and qualified transportation planning and engineering consultant to develop the Downtown Revitalization and Complete Streets (DRCS) Plan. Th DRCS is a planning document focused on the revitalization of the downtown area of Banning along with a Complete Streets Plan in the ½ mile project corridor on Ramsey Street, and bounded by: Hays Street (north limit), Livingston Street (south limit), Martin Street (east limit) and 8th Street (west limit), as shown in Attachment 3.

On August 24, 2021, the City Council adopted Resolution 2021-78, authorizing the City Manager to enter into an Agreement with Caltrans for the SB-1 Grant for the DRCS Plan. Local match funds in the amount of $38,539 were required and paid through Engineering Division staff time to manage, review, and approve the project and administer the Caltrans grant. Alta Planning + Design, Inc. was awarded the consultant contract through the approval of Resolution 2022-70 on June 14, 2022.

Complete Streets

Complete Streets are for everyone. Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who use them, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. The project scope included considering the following factors:

- Roadway reconfiguration/traffic circulation change (reduction of traffic lanes, reduction of parking, etc.)
- Traffic signal improvements (accessible signals and pushbuttons, transit signal priority, queue jump signal, signal coordination, elimination of permissive left turns, pedestrian “all green” phases,

protected bicycle phases and other signal timing/phasing by modal priority, etc.)
- Shared streets (vehicle access restriction, raised street with pavers, bollards, etc.)
- Intersection improvements (signal phasing, signs and markings, vehicle turn movement restrictions)
- Streetscape improvements (street lighting, landscape planting, public art, bicycle parking corrals, district and store signage, gateway signage, wayfinding signage, etc.)
- Bicycle lane improvements
- Transit- only lanes (red pavement markings, signal modifications, etc.)
- Bus stop improvements (ADA access improvements, longer bus stops, transit shelters, trash cans, bicycle parking, wayfinding signage, etc.)
- Pedestrian crossing improvements (crosswalk markings, flashing beacons, signals, curb extension "bulbouts", etc.)
- Parking zones (flexible, based on time of day, parking zones, hybrid paid commercial yellow loading zones, disabled blue parking zones, passenger white loading zones for private vehicles/ride-hailing, taxis, etc.)
- E-Commerce zones for deliveries, perhaps flexible timing
- Traffic calming (speed bumps and/or tables, raised intersections, sidewalk "bulbouts", etc.)
- Storm water management and greening elements were incorporated.

Revitalization Plan

To compliment the Complete Streets analysis, the DRCS Plan looked at the existing conditions and assets in the downtown corridor, and in coordination with project stakeholders and local property and business owners, developed a framework for downtown that included the following topics:

- Zoning Recommendations
- Parking Recommendations
- Signage Programs
- Economic Data
- Alley reuse/activation
- Event space

Stakeholder Participation

To create a successful DRCS Plan, the project team made meaningful connections with community members to ensure the DRCS Plan is relevant and impactful in their daily lives. The consultant prepared a Community Engagement Action Plan which was approved and implemented in order to provide outreach activities that included public participation and participation from key stakeholders to ensure the Plan's concepts reflect the community's needs and wishes. The outreach activities engaged local and regional representatives, and provided presentations covering the project background, goals, scope, preliminary and three preferred concepts, and obtained valuable feedback that led to the final selected alternative in the Plan.

Previous activities included community pop-ups at Banning High School, Nicolet Middle School, and Central Elementary School; 'engagement days' covering presentations to downtown business owners including a walking audit, stakeholder's meetings, public Open House workshops, the Sun Lakes Country Club HOA, and at a Chamber of Commerce breakfast meeting, were held. Additionally, this project was advertised on social media, the City's website and at community events hosted by the Active Transportation Plan (ATP) project team. Two online surveys were conducted to gather initial information and solicit important feedback.

The design team solicited feedback on three (3) project alternatives to identify preferences on the concepts presented to assist in the development of the final recommendations. Comments were incorporated from City staff members, the public, stakeholders, and the downtown business community

to develop the final DRCS Plan. Three alternatives were presented to the Planning Commission on June 7, 2023 and City Council on June 27, 2023 to assist and provide feedback in the preparation of the final DRCS Plan. The final DRCS Plan is a roadmap for future implementation, containing a list of projects, cost estimates and potential grant opportunities. The results of the Community Outreach efforts are presented in detail in the Appendix to the DRCS Plan, Attachment 2.

Final Plan

The final plan reflects input provided throughout the community feedback phases, and takes the best concepts from each of the 3 project alternatives provided. Highlights included in the final plan include the following:

- Transformation of Ramsey Street into a Complete Street, incorporating; wider sidewalks to accommodate pedestrians, outdoor dining, street vendors, event queuing; Class 2 and Class 4 bike lanes; dedicated and enhanced transit stops; loading and unloading flex spaces for business deliveries, on-demand rideshare and food pickup; pedestrian level lighting; enhanced wayfinding and public artwork spaces.
- Narrowed roadways to discourage large vehicles and high speeds.
- Chicane on Ramsey Street for passive traffic calming treatments.
- Enhanced landscaping and storm water capture and treatment.
- Activated alleyways to connect parking to businesses and residences, enhance business operations, provide additional off-street gathering areas.
- Creating 1st Street as a flexible road by; elevating sidewalks to denote special status; allowing for parking and through access for primary business functions; ability to close off for special events and to create event space; enhanced landscape and hardscape architecture.
- Proposing consolidated solid waste management to eliminate individual waste collection bins in the alleys.
- Relocating the truck route from Ramsey Street to Livingston Street, around the downtown core.
- Proposing increased usage of underutilized space.
- Proposing a community pocket park.
- Providing a financial analysis of the downtown area and community for use in recruiting new businesses to downtown.
- Proposing enhanced community signage on Interstate 10.
- Providing a toolkit for the implementation of a demonstration project.
- Providing color/theme templates for wayfinding, including wayfinding and signage for transit and public parking.
- Provide a basis for the desired type of development within the downtown study area.

Implementation

Adoption of the DRCS Plan will allow the City it in efforts to attract new business interests and to assist in obtaining grants for construction work within the public right of way. Additionally, the DRCS Plan will be referenced within the ongoing General Plan update allowing the City to use it for new developments and re-developments of parcels within the downtown zone. At Council's direction, roadway standards within this plan can be expanded outside the study zone (i.e. Ramsey Street from Martin Street to Alola Street).

The Public Works Department intends to seek grant funding to implement the improvements within the downtown plan, likely in a phased approach as funding allows. This process may take several years to come to fruition.

JUSTIFICATION:

This plan will help to provide City Staff, the community, existing business owners, and potential investors in downtown a shared vision to work towards implementing. It also will provide design goals and guidelines for the downtown area. The adoption of the plan by City Council is required in order to

competitively apply for Federal and State grants, with the goal of receiving funds to implement portions of the DRCS Plan over time.

FISCAL IMPACT:

This project was funded from a SB-1 grant provided from Caltrans that was previously accepted by Council on June 22, 2021. The City's financial commitment is being met by utilization of staff time with Engineering Division staff administering the grant in house. Adoption of the resolution does not make any additional financial obligations to the City at this time.

Any City Council requested changes to the document may require new and additional appropriations. The contract has been exhausted and deliverable made consistent with the projects scope of work.

ALTERNATIVES:

None. This workshop item is soliciting Council feedback only.

ATTACHMENTS:

1. DRCS Final Plan.pdf
2. DRCS Final Appendix.pdf

BANNING DOWNTOWN REVITALIZATION & COMPLETE STREETS PLAN

Final Plan

November 2023

PREPARED BY:

Alta Planning + Design

The Arroyo Group

RCLCO



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Ramsey
JITTERZ COFFEE
JITTERZ COFFEE

CITY OVERVIEW

This section provides background information about existing demographics, land use, transportation, collisions, and commuting that help inform the larger picture of Banning and how the downtown revitalization and complete streets will function within it.

1920



MAIN STREET. BANNING, CALIFORNIA.



STREET SCENE AT NIGHT,
BANNING, CALIFORNIA



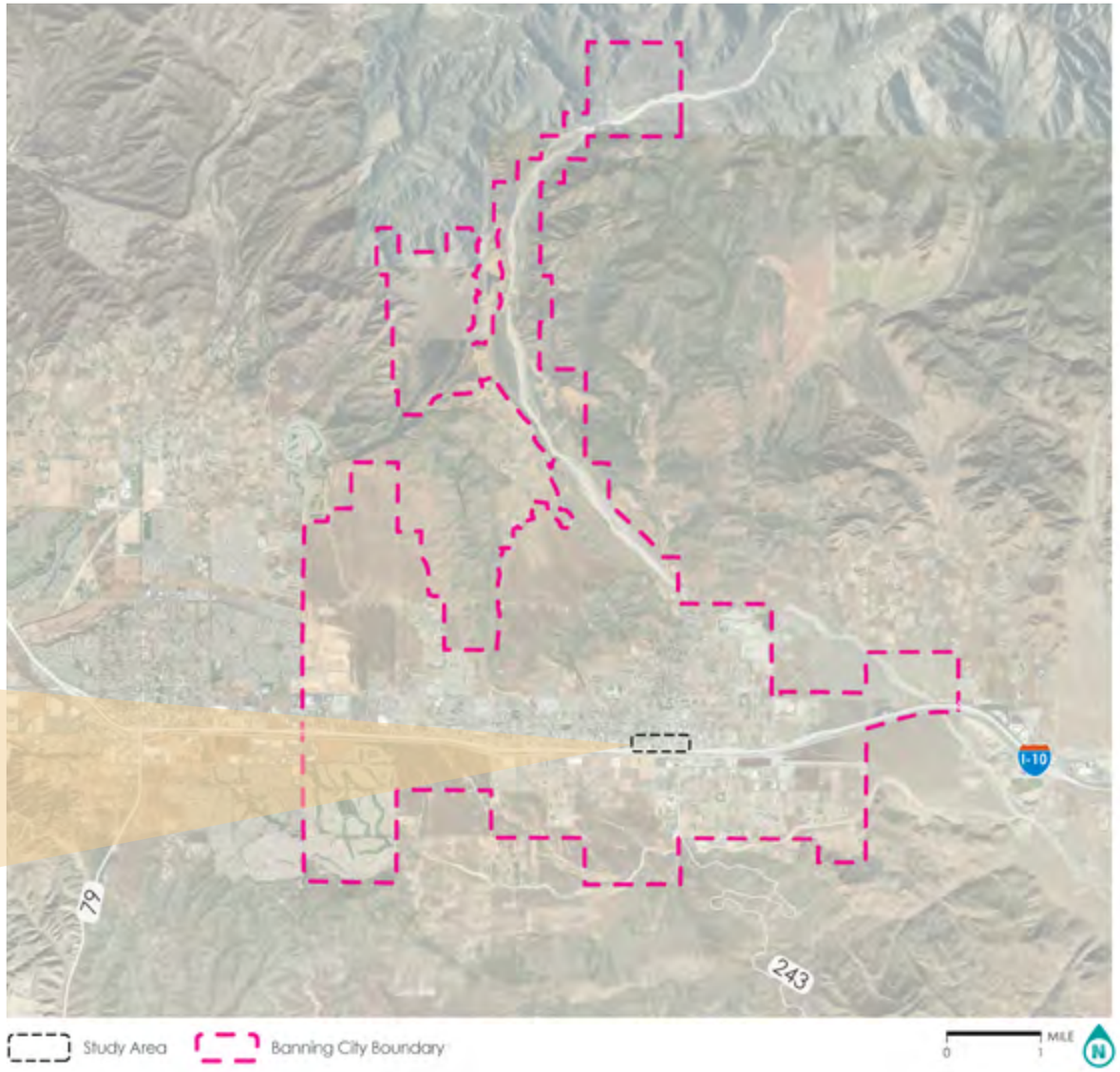


Introduction

Near the northwestern edge of Riverside County, the City of Banning, California has approximately 30,000 residents in its 23 square miles. The downtown study area, spanning approximately 0.6 miles in length includes Ramsey Street from 8th St Street to Martin Street. Downtown Banning is primarily comprised of aging establishments and quick-service restaurants and is characterized by high vacancy rates. Despite these existing challenges, Ramsey Street's central location, history, and underlying human-scale attributes present significant opportunity for revitalization. Due to proximity to the I-10 highway, many of the existing visitors in Banning are commuters and through-travelers making quick stops. This location however provides an opportunity for Banning to grow and attract visitors that live in the San Gorgonio Pass Area as the eastern portion of Riverside County.



Figure 1. *Banning City Boundary and Study Area*

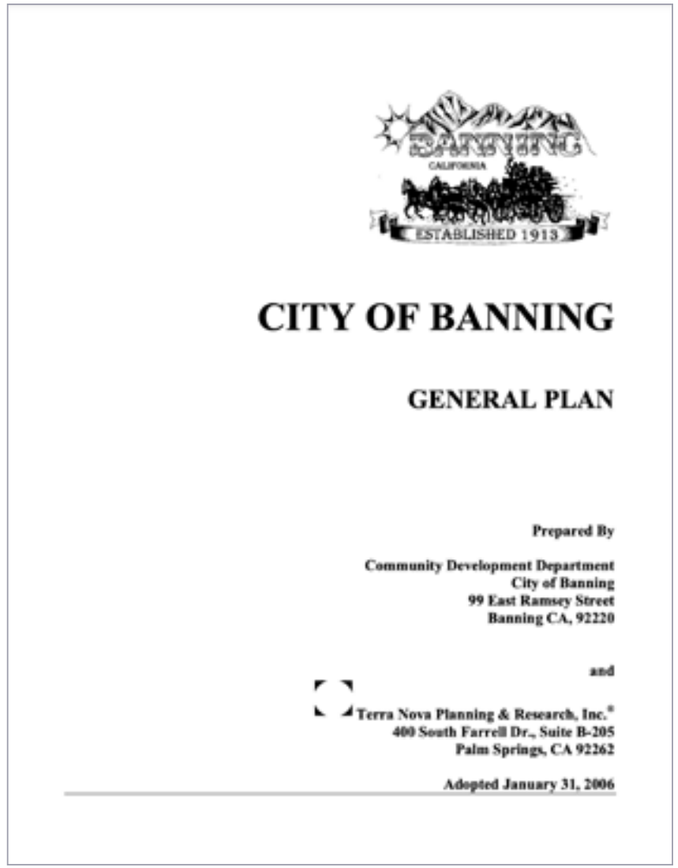


Previous Planning

The City of Banning has plans and policies which support the goals of the Downtown Revitalization and Complete Streets Plan, including the General Plan. The City of Banning completed the General Plan in 2006, and updated the Circulation Element in 2011. The General Plan encourages mixed-use land uses downtown, and also allows for hotels and motels. The General Plan states that residents want a livable city in which there is clustered housing, interior parks and trails, and adequate sidewalks. The Circulation Element also identifies downtown as an important area for sidewalks and bikeway development for safety reasons and economic reasons.

According to the General Plan, commercial development in Banning is focused on Ramsey Street but has remained small due to lot configuration, parking requirements, and multiple small lot ownerships. At the time of writing the General Plan, a Redevelopment Project Area which included downtown existed in which tax revenues and bonds were available to finance projects within the Area. Banning adopted an Economic Development Strategy in 1999 in order to accomplish a series of economic strategies in Redevelopment Areas. The Redevelopment Agency headed these projects, which mostly consisted of housing projects; however, in 2011 the State of California eliminated Redevelopment Agencies. Soon after in 2012 the Banning City Council voted to name the Banning Housing Authority to take over housing assets.

The Core Area of Businesses and Merchants Association (CABAM) was created in 2004 as a subcommittee of the Chamber of Commerce. The CABAM met regularly to discuss local businesses and how to increase development, particularly along Ramsey Street. At the time of writing the General Plan, the core of the freeway-oriented commercial development was a group of fast food restaurants near 22nd St Street on Ramsey Street.



BANNING
CALIFORNIA
ESTABLISHED 1913

CITY OF BANNING

GENERAL PLAN

Prepared By

Community Development Department
City of Banning
99 East Ramsey Street
Banning CA, 92220

and

Terra Nova Planning & Research, Inc.®
400 South Farrell Dr., Suite B-205
Palm Springs, CA 92262

Adopted January 31, 2006

Design Standards Review

The Circulation Element of the General Plan was updated in 2011 and defines Ramsey Street as an arterial street from Highland Springs Avenue to Malki Road. The Plan defines an arterial as a roadway with 4-6 lanes that connect residential, shopping, employment, and recreational activities. The Plan recommends a focus on bikeways and pedestrian pathways along the City's arterial streets.

Demographics Analysis

The average household income in Banning in 2021 was just under $64,000, far below the average household income of $87,000 in the San Gorgonio Pass Area, and $96,000 in Riverside County. Banning households skew older, with 48.2% of households over the age of 65, compared to 35.7% in the San Gorgonio Pass Area, and 27.4% in all of Riverside County. Within the downtown study area, residents are younger compared to the rest of Banning, but the median household income is the lowest in the city and households are growing slower than other parts of Banning.[1]

The CalEnviroScreen tool is used to identify communities that face disproportionate pollution burdens compared to other census tracts in the state. The state of California considers census tracts that score higher than 75% to be disadvantaged. The CalEnviroScreen results show that most of the study area is in the 79th percentile, however to the immediate northeast, north of the I-10 highway the percentile is higher. These results show that the Downtown study area is a disadvantaged community. These pollution levels are likely from the traffic on the I-10 highway. Diesel trucks release exhaust which contains hundreds of chemicals, including many that are harmful to health and can cause problems like eye, throat, and nose irritation, heart and lung disease, and lung cancer.[2] In the most heavily burdened census tract in downtown Banning, there are 0.432 tons of diesel particulate matter released per year, which is higher than 87% of other census tracts in the state.

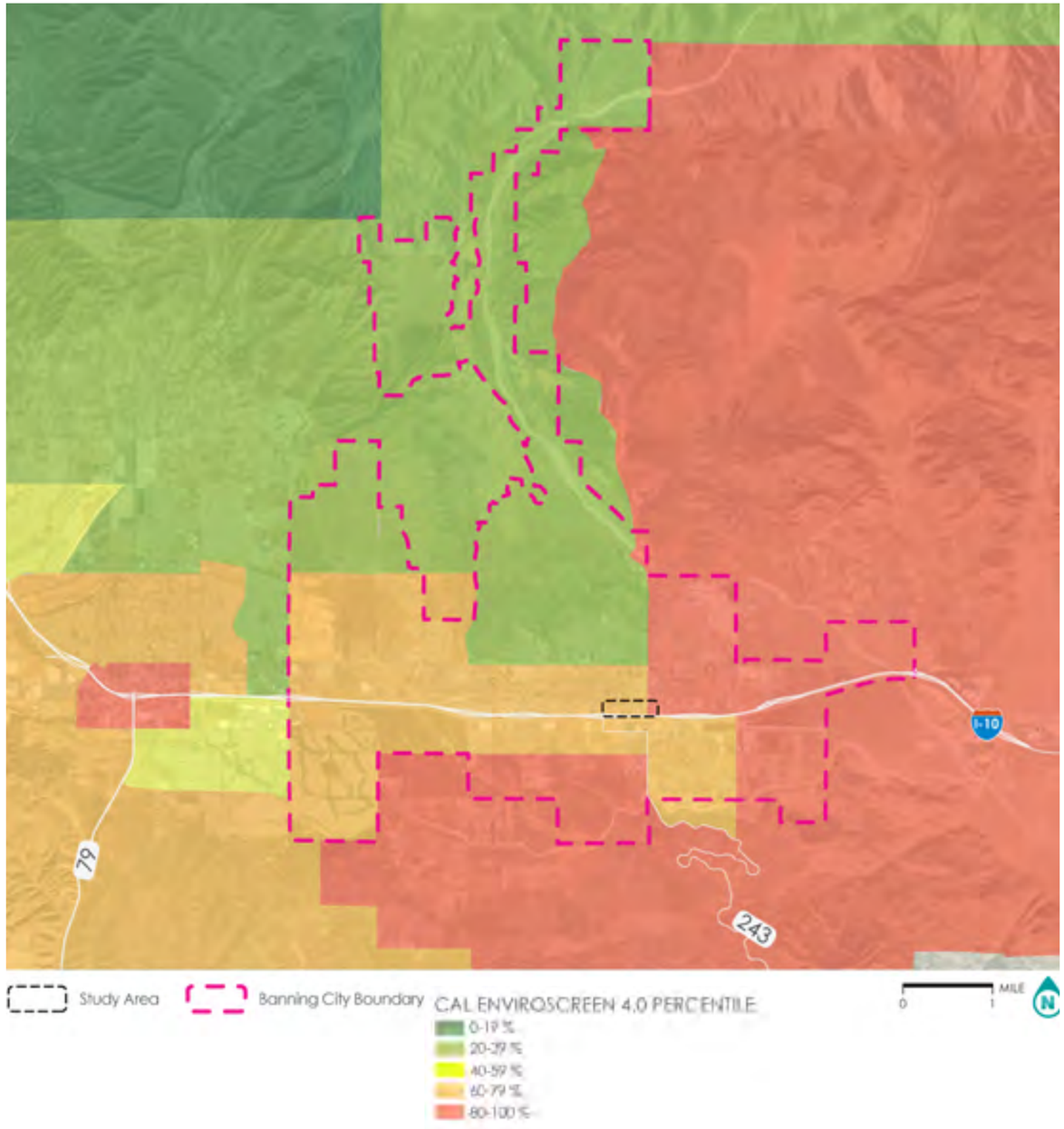
Per CalEnviroScreen, housing-burden households in California are both low-income and burdened by housing costs. In the most heavily burdened tract downtown, 26% of people are housing burdened. Residents facing these housing challenges can suffer mental health impacts.

The Public Health Alliance of Southern California also has a tool which considers public health aspects like income, education, housing conditions, and environmental conditions. The Health Places Index (HPI) tool measures these aspects and compares census tracts to others in the state. Per the HPI tool, downtown Banning has healthier community conditions than only 2.5% of other California cities. In the HPI tool, downtown Banning scores particularly low in economic, educational, and transportation areas.

Almost half of all traffic to existing downtown Banning establishments originates from within Banning, meaning the businesses do not attract patronage from outside of the city.[3] The businesses that do attract commuters are largely the fast food chain restaurants that are placed near the I-10 exit ramps. Collectively, Jack in the Box, Vape Town, IHOP, and Wing's Garden Cafe drive nearly half of all traffic in downtown Banning. Despite being immediately adjacent to Interstate-10, the census block groups that comprise Banning, and those immediately bordering the city, account for approximately 46% of all visitors to the Downtown Banning area.[4]

1 *ESRI, RCLCO*
2 *CalEnviroScreen 4.0.*
3 *SafeGraph, ArcGIS, RCLCO*
4 *SafeGraph, ArcGIS, RCLCO*

Figure 2. Cal EnviroScreen 4.0



Land Use

Downtown Banning has limited multifamily housing options. The City has not developed new multifamily rental properties in over twenty years, and currently only has 471 market-rate multifamily rental units. Since 2020 there has been a surge of development permits issued in the city, but most of these permits were issued for single family structures.[5]

5 *U.S. Department of Housing and Urban Development, RCLCO*

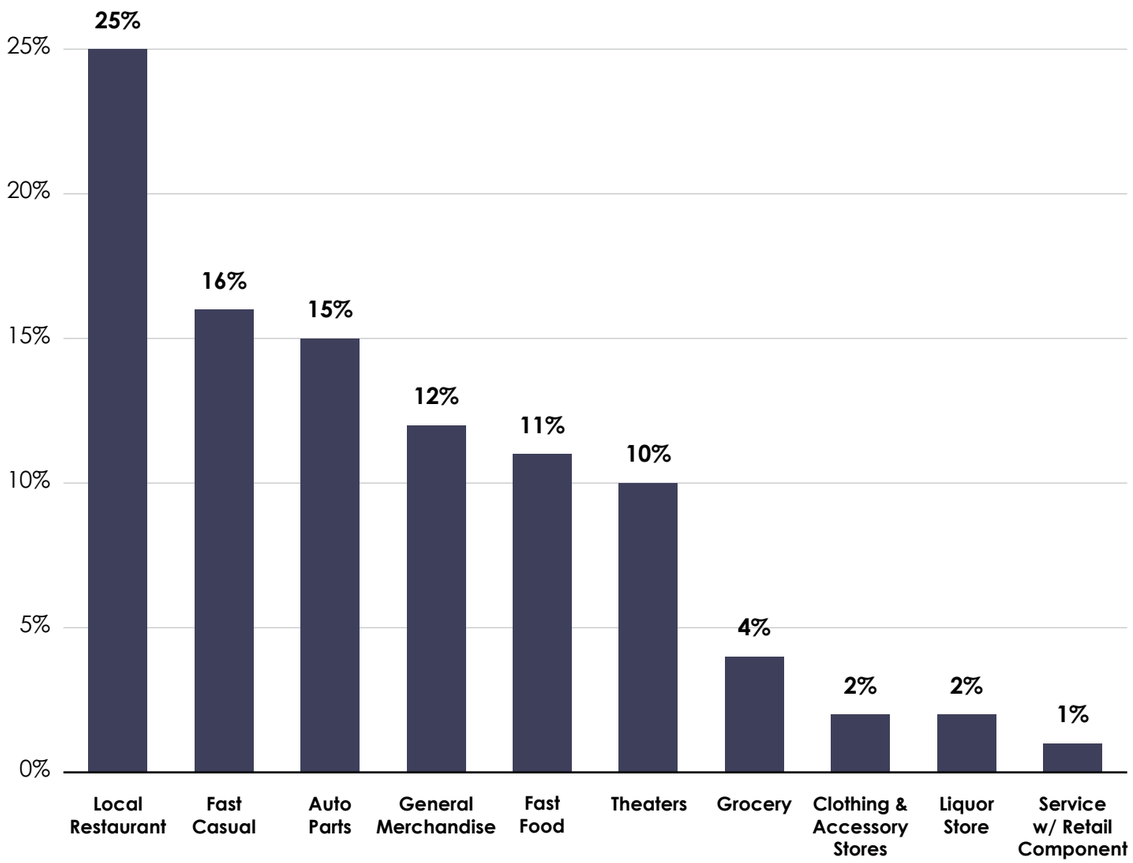
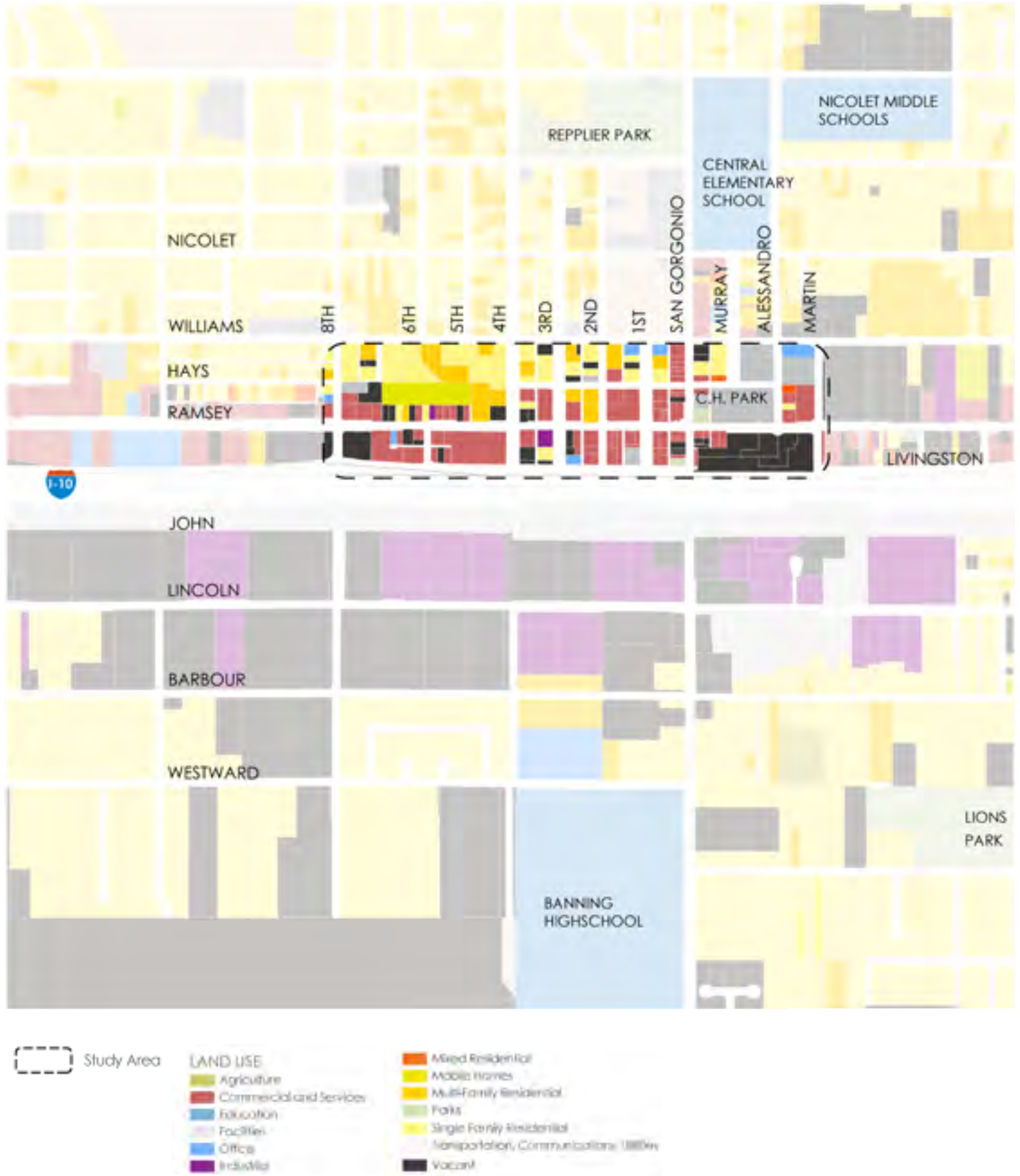


Figure 3. *Land Use*



Live-Work

The majority (88%) of Banning residents work outside of the city, many commuting greater than 25 miles to get to work. Employment centers for Banning residents are mainly in San Bernardino, Riverside, and Palm Springs. Only 1,440 people both live and work in Banning. Nearly 75% of employees in the city commute into Banning. The largest employers in Banning are the Banning Unified School District, the San Gorgonio Memorial Hospital, the Smith Correctional Facility and the Banning Justice Center.[6]

6 *City of Banning; Riverside County; Census on the Map; ESRI; RCLCO*

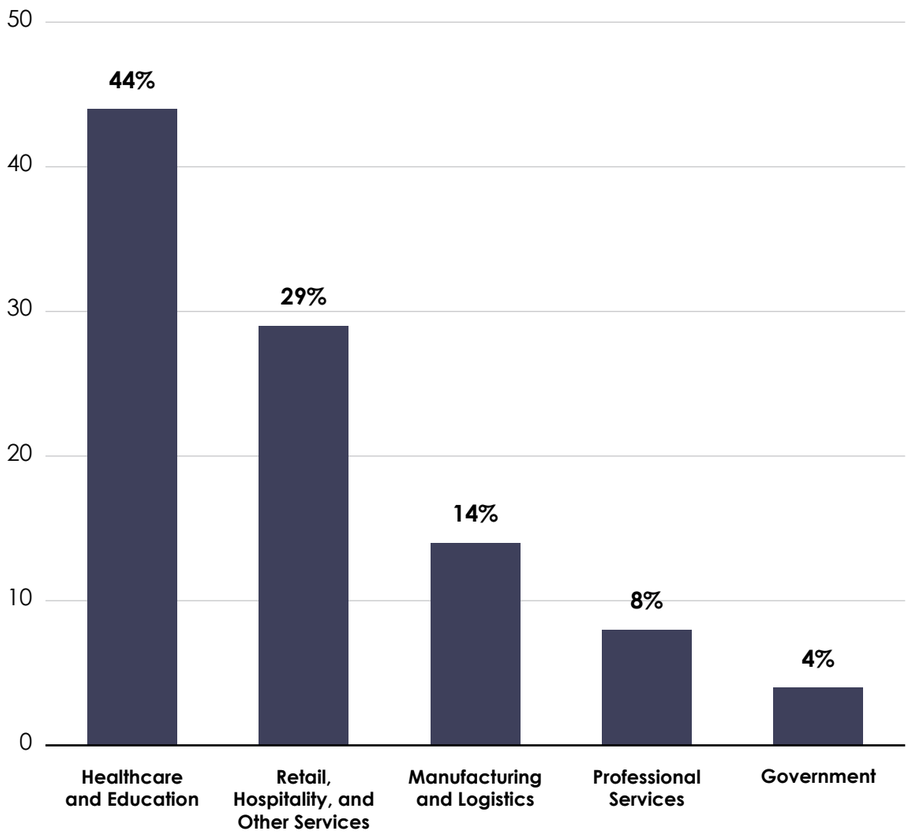
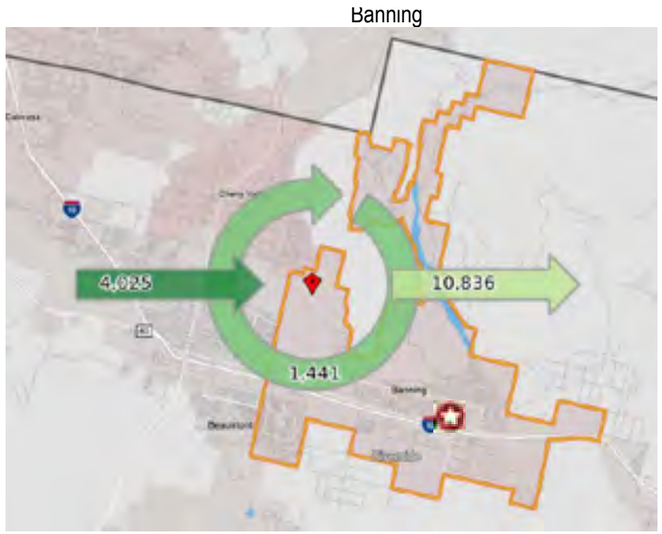
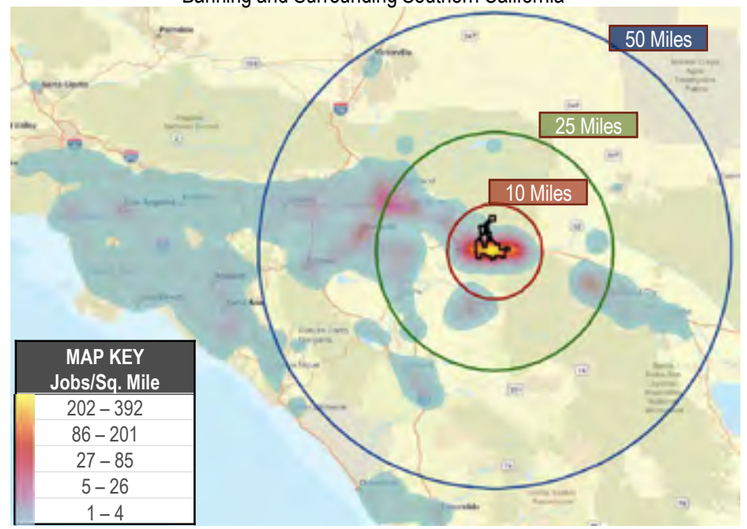


Figure 4. Commuting Patterns



INFLOW/OUTFLOW JOB COUNTS	COUNT
Employed in the Selection Area	**5,466**
Employed in the Selection Area but Living Outside	4,025
Employed and Living in the Selection Area	1,441
Living in the Selection Area	**12,277**
Living in the Selection Area but Employed Outside	10,836
Living and Employed in the Selection Area	1,441

Employment Locations of Residents, 2019
Banning and Surrounding Southern California



COMMUTE DISTANCE OF BANNING RESIDENTS	COUNT	SHARE
TOTAL PRIMARY JOBS	**12,277**	**100%**
Less than 10 miles	3,160	25.7%
10 to 24 miles	2,317	18.9%
25 to 50 miles	3,055	24.9%
Greater than 50 miles	3,745	30.5%

Downtown Banning

Source: Census on the Map; Esri; RCLCO

Traffic and Collision Data

Data uploaded by the California Highway Patrol and local law enforcement agencies into the Statewide Integrated Traffic Records System (SWITRS) from 2010-2021 shows that bicyclist and pedestrian crashes in Downtown Banning are mostly concentrated along 8th St Street, where posted traffic speeds are 35mph. Several crashes have also occurred on Ramsey Street and Livingston Street. Most of the crashes downtown resulted in a pedestrian injury, however, there have also been three cyclist injuries, two of which happened at the same intersection of 8th St and Williams, and the other by 8th St and the I-10 EB entrance ramp. Two pedestrians have been killed in crashes just outside of the study area on the I-10 highway and on George Street near the middle school and elementary school. It is worth noting that this data is a partial view of pedestrian and bicyclist involved collisions as these crash types are historically underreported. Additionally, this data does not account for near misses or areas where pedestrians and cyclists avoid due to real or perceived dangers. In the city of Banning, there were 82 crashes involving either pedestrians or cyclists. 7 (8.5%) of these 82 crashes were within the downtown boundary bound by 8th Street at the west, Hays Street at the north, Martin Street at the east, and Livingston Street at the south. Injuries are most likely related to speed of vehicles coming to and from the highway on 8th Street due to wide streets that encourage speeding. Other injuries can be attributed to crossings and street conditions that lack high visibility and signage.

Additional information regarding crashes and safety in Banning is identified in the 2022 Local Road Safety Plan. For the 427 city wide crashes between 2017 and 2021, they are categorized by location based on proximity to intersections. Crashes that occurred within the 250 feet sphere of influence of an intersection are counted as intersections versus outside of that sphere are counted as roadway segments. 65% (279)crashes occurred at unsignalized intersections and only 16% (67) and 19% (81) occurred at signalized intersections and roadway segments respectively. In an effort to reduce crashes and improve safety a number of programs and projects outlined in the plan relate to the study area. As part of the federal-aid Highway Safety and Improvement Program (HSIP) Grant, traffic signals on Ramsey Street between Hargrave Street and Sunset Street were upgraded in 2018. These included controllers, pedestrian pushbuttons, signals hardware, new mast arms, detection, and installation of Emergency Vehicle Pre-Emption Devices. Four of the unsignalized intersections along Ramsey Street, Martin Street, 2nd Street, 6th Street and 16th Street were selected for pedestrian crossing improvements via HISP Grant in 2021.

Figure 5. *Cyclist and Pedestrian Crashes 2010-2021*



These improvements include rectangular rapid flashing beacons (RRFBs), enhanced crosswalk striping, and Americans with Disabilities Act (ADA)-compliant curb ramps. [7]

Transit - Fixed Route

The City of Banning's Short Range Transit Plan (2021) outlines Banning's Transit service including Banning Connect services. Transit routes 1, 5, and 6 travel through Downtown Banning connecting to services and retail. In the City there are 14 bus shelters with intent to add shelters to the bus stops that do not have one. The City is also exploring other locations for stops with shelters.

Route 1 – Beaumont/Banning/Cabazon Route 1 is among the most used route in the system, operating along Ramsey Street and serving the commercial area Beaumont (Walmart), residential areas of Cabazon and Casino Morongo, and the outlet malls in Cabazon. Ridership on Route 1 accounts for approximately 72% of the total use of the system. While the longest in distance, this route operates on an one-hour headway from Beaumont to Casino Morongo. The major stops on this line include Albertsons, Wal-Mart, Banning City Hall, Mid-County Justice Center, Social Services offices in Banning, San Gorgonio Memorial Hospital, Casino Morongo and the Desert Hills Outlets in Cabazon. The second loop of Route 1 also runs on an hour headway departing from Casino Morongo and servicing the Cabazon Community Center and the residential areas of Cabazon. Two buses are operated on this route which allows for hourly service to the two respective areas.

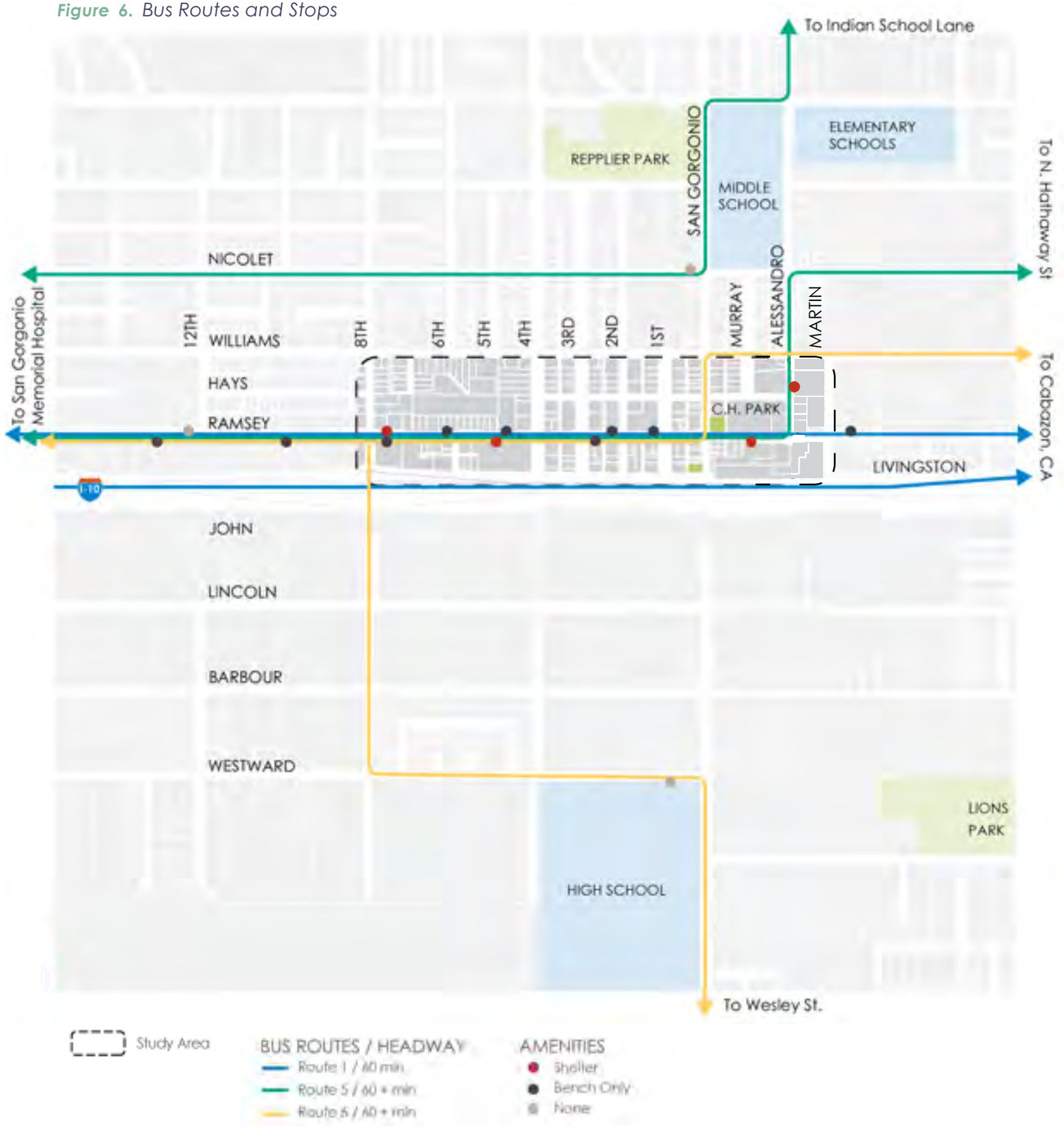
Route 5 – Northern Banning Route 5 accounts for 17 percent of Banning's Transit System use, providing service to the areas that lie north of the I-10 Freeway in the City of Banning. Major stops on this route are the Mid-County Justice Center, Banning City Hall, the Banning Community Center, Library, Medical Facilities, San Gorgonio Memorial Hospital and the commercial area of Beaumont (Walmart).

Route 6 – Southern Banning Accounting for 11% of Banning's transit system's use, Route 6 provides service to the southern area of Banning. Major stops on this route are the Mid-County Justice Center, Banning City Hall, the Mt. San Jacinto Pass Campus, Banning High School, Smith Correctional Facility, Medical Facilities, San Gorgonio Memorial Hospital and the commercial area of Beaumont (Walmart).

7 *City of Banning Local Road Safety Plan August 2022 Report*



Figure 6. Bus Routes and Stops



Transit - Dial-A-Ride (DAR)

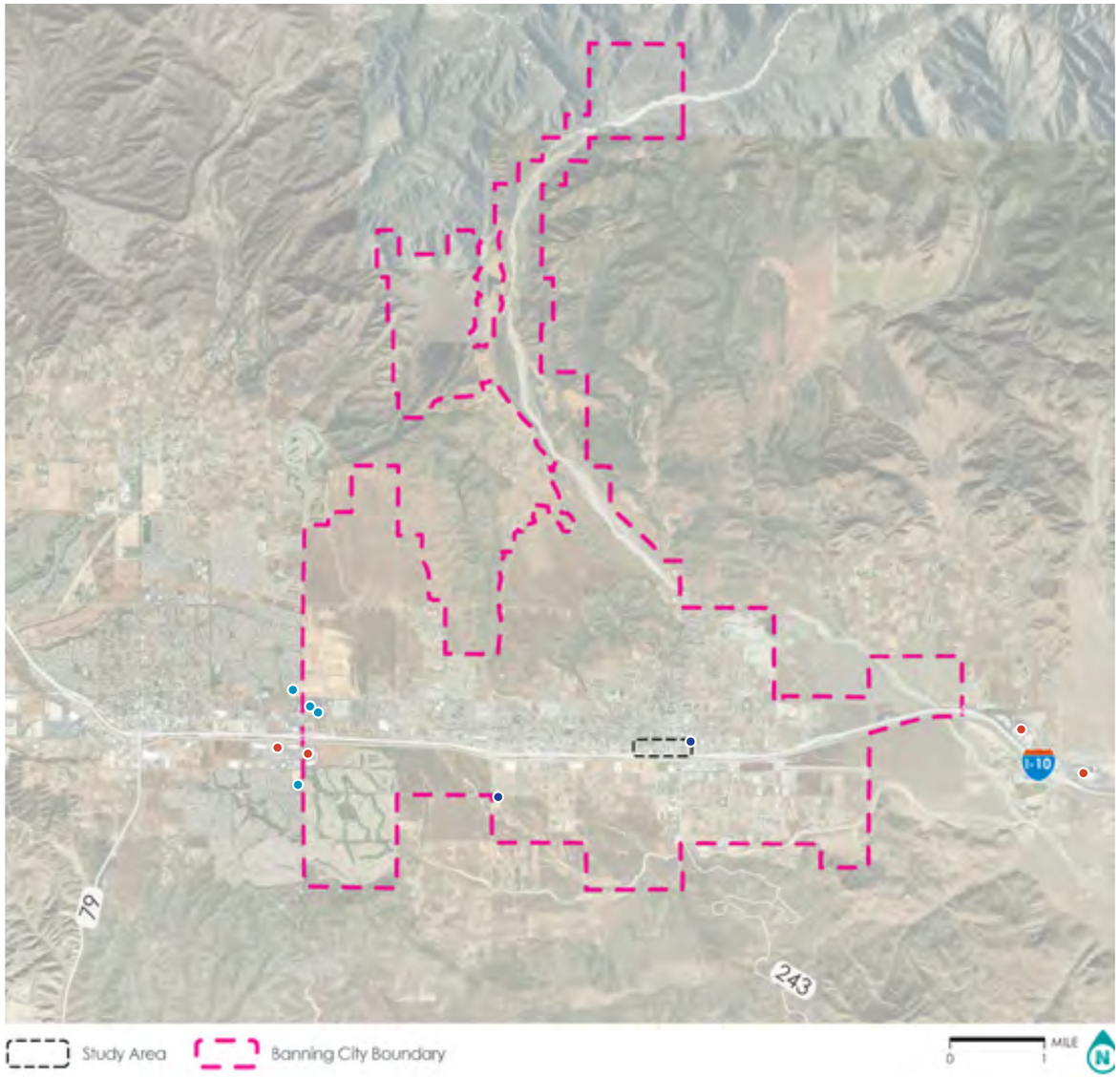
The transit plan also outlines the Dial-A-Ride service offered to seniors, aged 60 and older, persons with disabilities and passengers eligible under the Americans with Disabilities Act (ADA). In accordance with ADA requirements, DAR operates during the same time frames as the local fixed routes for ADA clients. Limited service hours are available for non-ADA passengers from 6:00am to 6:45pm on weekdays and 8:00am to 4:45pm on the weekends. ADA passengers are also required to fill out a certification application to determine eligibility. If terms are met, the applicant receives a card certifying their eligibility to ride.

The primary uses for the Dial-A-Ride system are transportation to medical appointments, workshop programs for persons with disabilities, shopping areas, and employment. Dial-a-Ride services also provide connections to the RTA, Sunline, and Banning and Beaumont fixed routes. Additionally, demand for paratransit is expected to grow. This is a universal transit/paratransit theme nationwide and Banning is anticipated to continue to see growth in the paratransit program. The savings in administrative costs mentioned above in the fixed route section also applies to DAR and like fixed route the COVID-19 pandemic has drastically impacted ridership numbers and fare box revenue in the end of 2019/2020 fiscal year and continues to impact ridership currently.

Major Trip Generators

Major passenger trip destinations that the Banning transit system services are the Sun Lakes Plaza Shopping Center, the Walmart Supercenter in Beaumont, the Banning Justice Center, San Gorgonio Pass Hospital, Beaver and Loma Linda Medical Plazas, the Cabazon Outlet Stores, Desert Hills Premium Outlets and Casino Morongo and the Mt. San Jacinto College San Gorgonio Pass Campus. There is a high demand for service to these destinations whether for employment, necessities or pleasure.

Figure 7. Major Trip Generators



URBAN DESIGN
DOWNTOWN REVITALIZATION

This section presents an urban design analysis of Downtown Banning which aims to understand how people interact with and experience the area. Each topic is discussed on a different page, with goals derived from the physical, aesthetic, and regulatory frameworks of successful downtowns in similarly-sized cities. Assets for a district are features that attract people to an area and/or contribute to its identity and character. Building around existing assets is a key strategy to facilitate revitalization and ensure that it proceeds in a manner that is authentic to Banning's history and character.


EARNING CENTER INC

District Assets

EXISTING DESTINATIONS

Existing destinations are those uses which currently attract a significant number of people, as determined by field observations and cell phone visit data obtained by RCLCO (see market analysis appendix for more information). City Hall, Central Elementary School and Banning Village Market are examples of destinations of necessity, while the Fox Theater and Station TapHouse Bar and Grill are examples of leisure destinations, or destinations of choice where people come for a particular experience. Several of the uses which attract the largest number of people are destinations which contain uses or structures not compatible with a downtown urban design setting. These "pass-through assets" are more likely to be visited for a short period of time, with on-site parking leading to a "grab and go" type of experience which provides less opportunities to capture greater amounts of visitor time and expenditure. Examples are Jack in the Box (22% of total downtown visits) and Parts Authority, an auto parts store which is the highest sales tax generator in the area.

GOOD QUALITY BUILDINGS

The City of Banning was incorporated in 1913, and much of the building fabric of Downtown dates from the years prior to World War II, when development in the American Main Street tradition was at its peak. This town-building tradition, which incorporated various architectural styles, prioritized one and two-story storefront buildings which open onto sidewalks and engage the street with transparent windows, creating a human scale and pedestrian orientation which enriched their downtowns as districts. The Haven building, a large two-story brick building with a clock tower at the corner of Ramsey Street and San Gorgonio Avenue, is the most prominent example of this; however, other structures throughout can be found, including the block of San Gorgonio Avenue between Hays and Williams Streets, which also includes newer structures built in the main street tradition.

GOALS

- Identify, highlight and promote Downtown's existing assets within the urban fabric

- Use existing assets as a guide for the future vision, identity and branding of the Downtown

- Identify buildings which contribute to the pedestrian experience of Downtown

Figure 8. Downtown Business Visitation



Map of visits to downtown businesses as captured by cellular data (see market review appendix)



① Fox Cineplex is D'Place

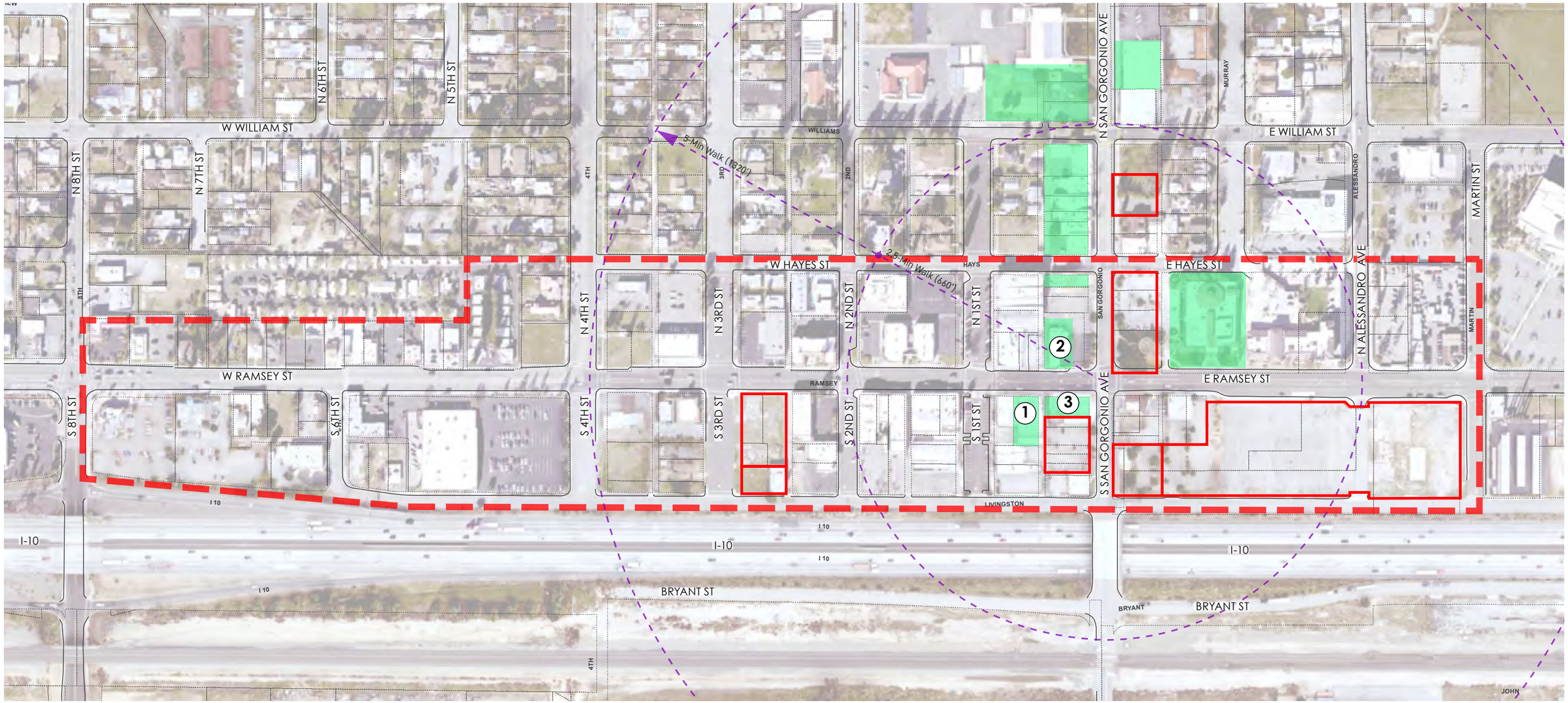


② The Station Taphouse Bar and Grill



③ Jitterz Coffee at The Haven

Figure 9. District Asset Map



Downtown Assets
Pass-Through Assets
Specific Plan Area
Walking Radius 5 min (1320')

0 125' 250'

Opportunity Sites

Opportunity sites are parcels of land, outside the public right-of-way, which have the opportunity to be developed into something which can benefit the district – new ground-up development, open space, or parking/transportation facilities. Opportunity sites also include existing structures which have the opportunity to be reused in a different way which could bring additional benefit to the district.

VACANT LOTS

A significant number of vacant lots are located throughout the Downtown on almost every block, contributing to the sense of economic stagnation and reducing walkability in the area.

CITY-OWNED OPPORTUNITY SITES

The City controls many sites whose development it can incentivize through land writedowns or other means, for catalytic development with potential public benefit elements (e.g. open space, affordable housing, public parking).

REPURPOSE POTENTIAL (GOOD QUALITY BUILDING)

Some good-quality structures are partially or fully unoccupied and present opportunities to be leased for uses that bring economic activity to the Downtown. Examples include the commercial space in the historic 199 W Ramsey St mixed-use building, which fronts on an entry plaza and could be used for a restaurant or other public-facing use, and the vacant, recently renovated office building at 66 N 1st St.

OFF-STREET PARKING LOTS

As described on page 34, there are over 1,200 parking spaces available in Downtown Banning, including a perpendicular and diagonal on-street parking along most of the north-south streets in the central downtown area. The presence of these public resources could allow off-street parking lots to redevelop into new uses, “filling in” the downtown and creating a more walkable environment. Elimination of minimum parking requirements should be considered to encourage private investment in these spaces.

Goals

- Bring vacant properties into productive uses that contribute to creating a vibrant Downtown
- Catalyze the development and vibrancy of the overall Downtown with development on key opportunity sites



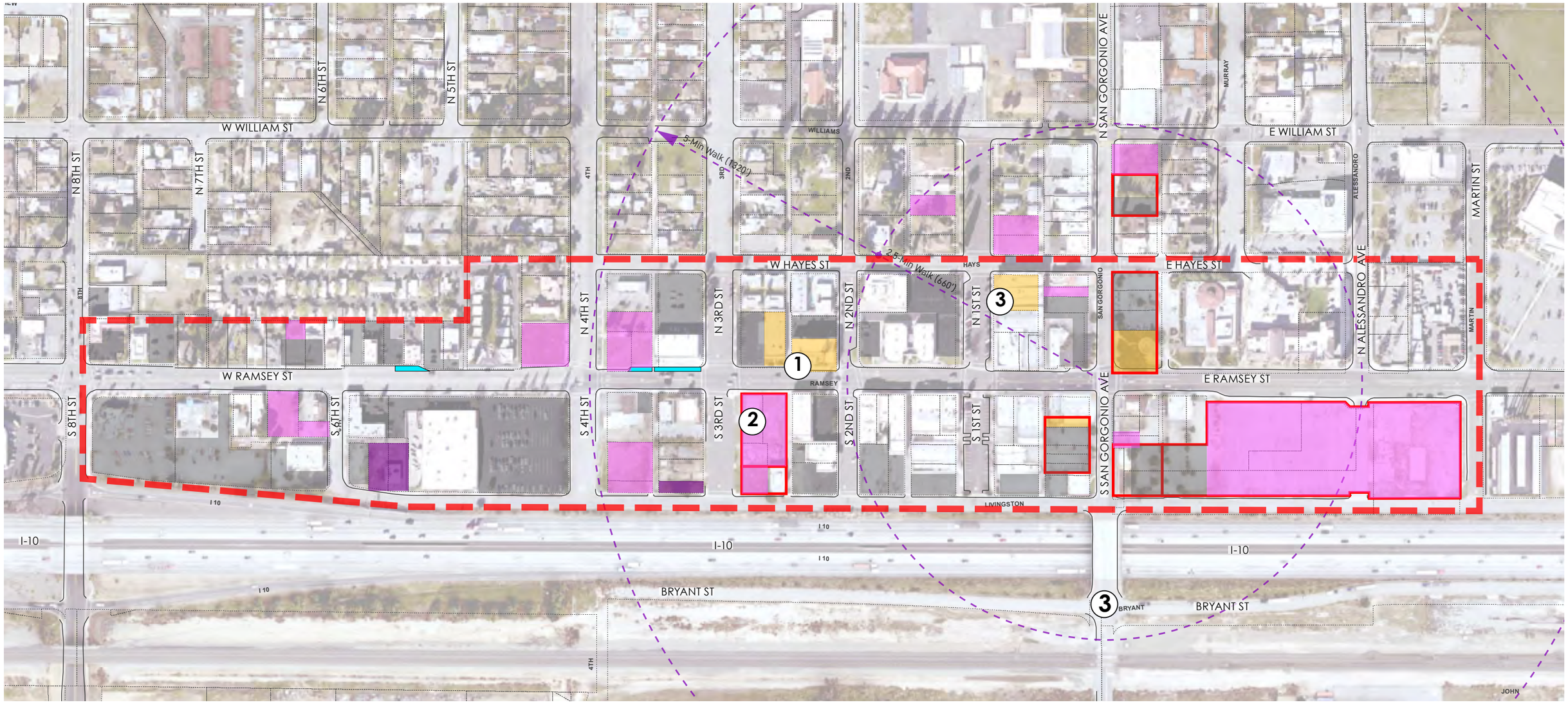
① Repurpose Potential (Banning Hotel today and historically, when it advertised a cafe)



② Vacant lot next to Boys and Girls Club



③ Redeveloped but unoccupied



- Vacant Lots
- Underutilized Parcels
- Repurpose Potential (good quality building)
- Off-Street Parking Lots
- On-Street Opportunity
- Publicly Owned Opportunity Site
- Specific Plan Area
- Walking Radius 5 min (1320')

0 125' 250'

District Inventory - 8th St to 4th St

OVERALL CHARACTER:

•The western end of the corridor (8th and Ramsey) is characterized by a busy, vehicular-focused intersection connecting to downtown's only direct connection to I-10. Fast-food restaurants, a drug store, and a gas station surround the intersection and provide a service point for regional visitors. The Riverside County Office of Social Services and Greyhound Bus station are also located in this segment on the south side of Ramsey between 4th and 6th with a building footprint of .68 acres.

•Limited signage and identity markings and nondescript suburban development hide the presence of the downtown core just to the east. Visitors from I-10 especially are presented with almost no cues to direct them toward downtown.

•A scattering of varied business types and land uses, varied setbacks from the street frontage and breaks in development diminish the sense of a cohesive and visually connected downtown experience.

LAND USES:

•This area contains several of the most visited destinations in the study area: Jack in the Box (22%), Vape Town (10%), IHOP (9%). These popular businesses have been classified as Pass-through Assets within our analysis to further consider in the planning effort and distinguish from the more pedestrian-focused, walkable assets in other core areas of the downtown.

•Three (3) completely vacant lots face Ramsey, located on both sides of the corridor. Vacant sites have been classified as Opportunity Sites within this analysis for potential future development consideration.

•The northern side of Ramsey is characterized by a scattering of single restaurant businesses, other small commercial developments, and single-family residential units fronting directly on the corridor.

PARKING:

•Several large parking lots are located on the southern edge of the corridor, serving the existing fast-food restaurants and social services building. From visual observation, the lots appear largely underutilized during non-peak business times. Parking lots have been classified as Opportunity Sites within this analysis for potential future development consideration.

POTENTIAL RELATIONSHIP TO THE OVERALL DOWNTOWN DISTRICT:

•Because this is the only area of downtown with direct connection to / from I-10 east and west, this area will likely play an important role as a gateway/ connector into the downtown. The ability to attract more guests to downtown from the outside will play an important part in revitalizing downtown Banning.

•While addressing critical pedestrian and bicycle safety issues is an important need, urban design should also address welcoming and arrival into downtown from a vehicle.



① I-10 Serving fast food restaurants



② Underutilized parking lots



③ Vacant lot 4th and Ramsey St

Mountain View Estates Trailer Park Community

N 8TH ST

Santiago's Taco Shop

Cancer Federation

Music and Voice Institute

Papaya Bay

Reynaldo's

CBD The Wellness Generation

Bella Vista Cottages and Apartments

3

N 4TH ST

Entrance to Downtown

W RAMSEY ST

W RAMSEY ST

12,250' - 5 Min Walk

Jack in the Box

1

IHOP

Snowballs and Snacks

2

Banning Donuts

Greyhound Bus Station

Riverside County Department Public

S 6TH ST

S 4TH ST

S 8TH ST

I-10

Access from I-10 West



- Vacant Lots
- Underutilized Parcels
- Repurpose Potential (good quality building)
- Downtown Assets
- Pass-Through Assets
- Off-Street Parking Lots
- On-Street Opportunity
- Publicly Owned Opportunity Site
- Specific Plan Area
- Walking Radius 5 min (1320')

0 50' 100'

District Inventory 4th St to San Gorgonio Ave

OVERALL CHARACTER:

•The central segment of the Ramsey corridor, between 4th St and San Gorgonio Ave, is characterized by the densification of commercial businesses and the beginning of an evenly set back, continuous storefront frontage. As Ramsey moves toward San Gorgonio the corridor really begins to feel like a true, walkable downtown 'Main Street'. The area feels like the one of the most pedestrian-active parts of the downtown district and walkable within a 5-minute walk range of the Ramsey/San Gorgonio intersection.

•Some street trees do exist along Ramsey but there are big gaps in spacing and many of the trees are not performing well in the urban conditions. The hot streetscape conditions during daytime hours limit the overall use and walkability of the district. Opportunities for providing regularly spaced street trees and shading will be worth further study and consideration to help make the district more pedestrian friendly and walkable.

•No existing outdoor dining or business streetscape usage observed along Ramsey. Finding opportunities to further activate downtown streetscapes with programming, especially programming aligned to adjacent business usage will be important to further explore. A system of placemaking, art, lighting, district branding, signage and wayfinding will offer additional layers to help activate Ramsey, largely absent within the current conditions.

•A system of alleyway spaces connect along Ramsey and provide back-of-house access and operations for downtown businesses. Alleyways connect to a variety of off-Ramsey development conditions and spaces. Utilizing these secondary connections will help create a richer range of downtown connectivity and a network of new explorable downtown spaces and programming.

LAND USES:

•This area contains several locally popular destinations including: Fox Theater, Jitterz Coffee, The Station TapHouse Bar and Grill, KK Market, and the Boys and Girls Club. These popular businesses have been classified as Assets within our analysis to consider how we may further build around them as part of preparing planning concepts.

•Several sites have existing buildings that are in good condition and may be suitable candidates to focus on for potential repurposing. These sites have been classified as Opportunity Sites within this analysis for potential consideration in developing planning concepts.

•A large, City-owned vacant plot at the SE corner of 3rd St and Ramsey offers a unique redevelopment opportunity, one that could add a significant new spark to a downtown core that begins to wane westward along Ramsey St, past 2nd St. This would be a great opportunity to extend the energy of the downtown core and fill in some development gaps existing along Ramsey. This would be a site the City also doesn't have to rely on a 3rd party property owner or developer to complete key long-term planning objectives; the City could undertake development themselves, or find a development partner, and in turn help catalyze other development to follow. The City has expressed interest in creating a park for this property. Completing a comprehensive planning process will inform how this property whether park or other use will help complement a full downtown vision. With its larger size and proximity to the downtown core, there are likely a range of development typologies and open space types that could be suitable options for this space.



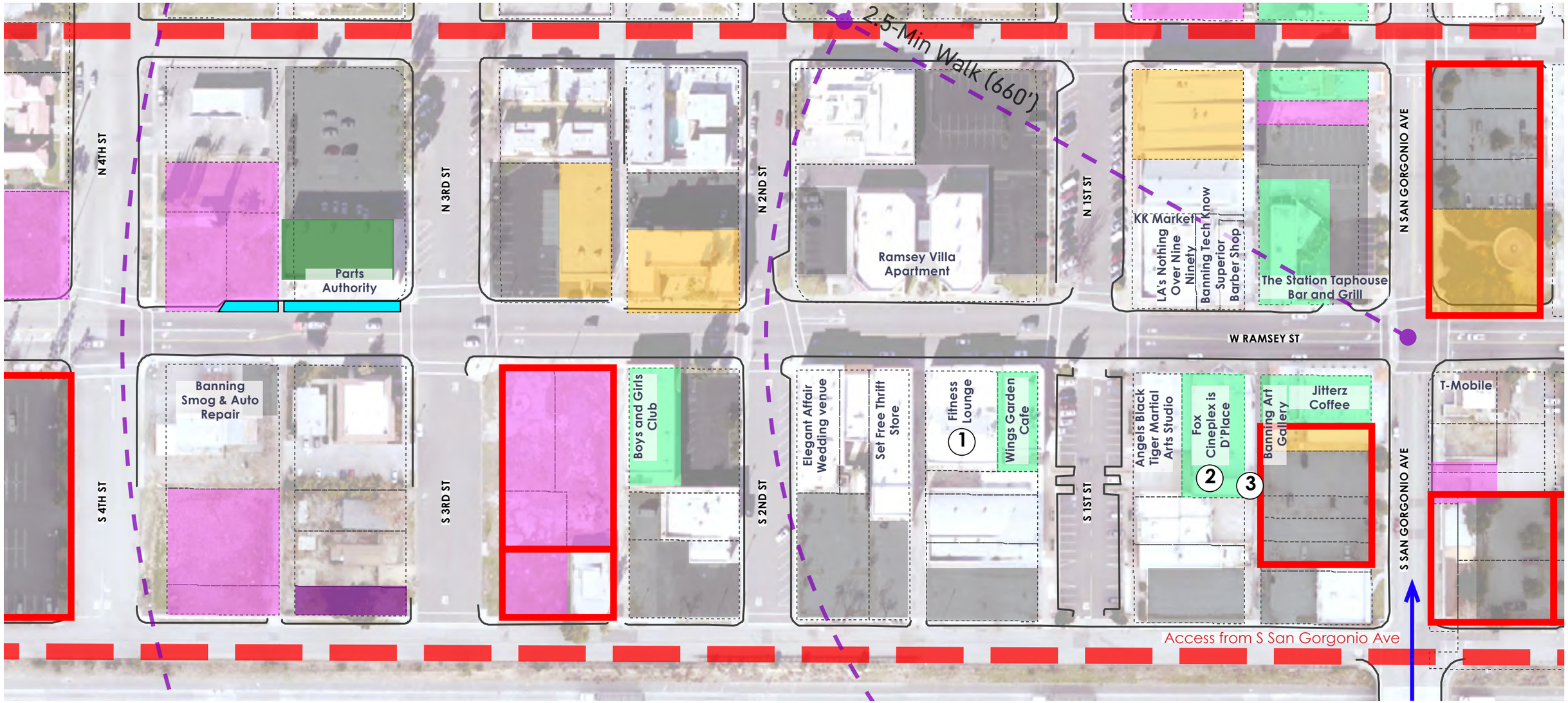
① Ramsey Street sidewalk and storefronts



② Downtown branded lightpole



③ Downtown alley next to Fox Theater





- Vacant Lots
- Underutilized Parcels
- Repurpose Potential (good quality building)
- Downtown Assets
- Pass-Through Assets
- Off-Street Parking Lots
- On-Street Opportunity
- Publicly Owned Opportunity Site
- Specific Plan Area
- Walking Radius 5 min (1320')

0 50' 100'

District Inventory - San Gorgonio Ave to Martin St

OVERALL CHARACTER:

•The City Hall park and Historic Coplin House on the northeast and southeast corners, respectively, of San Gorgonio and Ramsey, enclose the intersection and connect this area to the downtown core to the west.

•East of City Hall, however, Ramsey Street opens up to two lanes eastbound, and one cross-street is missing (former Murray Street), giving the street more of a high-speed character. This sense is heightened because of the vacant lot on the south side of the street and auto sales/parking lot uses on the north side between Alessandro Street and Martin Street.

LAND USES:

•The district is dominated by a 3-4 acre vacant city-owned lot occupying the majority of the south frontage of Ramsey. The lot has excellent visibility from I-10 and has garnered development interest from hotel operators and affordable housing developers. It may represent one of the only opportunities to create a development of sufficient size to create its own environment in support of the downtown.

•City Hall, the Banning Police Department and the Riverside County Courthouse just east of the downtown boundary are significant employers and destinations; increasing utilization of downtown by employees and visitors to these destinations presents an initial opportunity.

•The park connecting City Hall to the San Gorgonio/Ramsey Street intersection is shady and has plenty of seating, but it feels hidden from the corner and thus does not function as a downtown amenity.

PARKING:

•There is a large amount of public parking on the east and west sides of San Gorgonio Avenue between Ramsey and Livingston. These parking areas are underutilized, in part because they lack district and site signage indicating that they are public lots.

Potential Relationship to the Overall Downtown District:

A significant new hotel or housing development on the City-owned lot could turn this district into a newer civic/mixed-use complement to the downtown core, feeding people toward the retail uses that predominate to the west.

The area could function as an eastern gateway to Downtown.



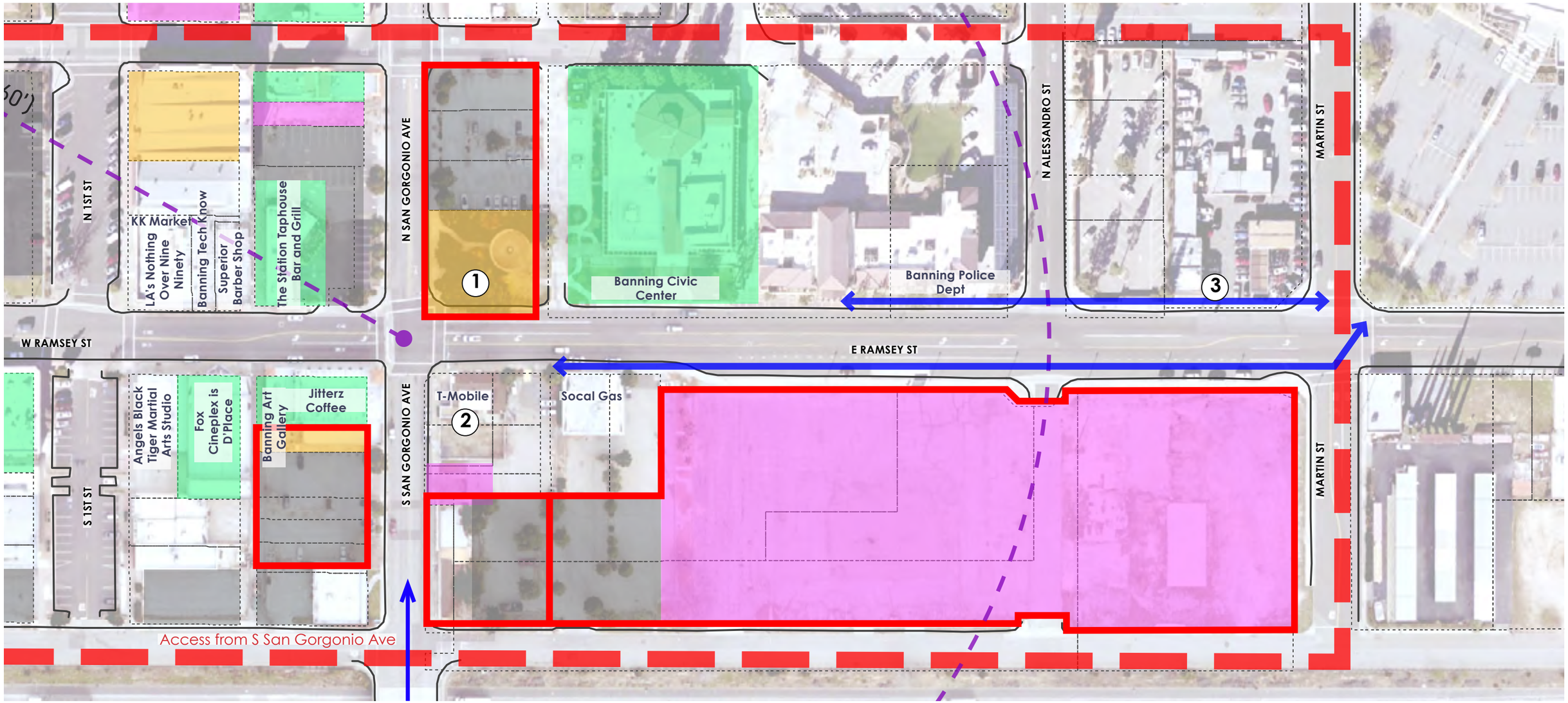
① Carpenter Hamilton Park



② Historic Coplin House



③ Connection to Downtown from Courthouse





- Vacant Lots
- Underutilized Parcels
- Repurpose Potential (good quality building)
- Downtown Assets
- Pass-Through Assets
- Off-Street Parking Lots
- On-Street Opportunity
- Publicly Owned Opportunity Site
- Specific Plan Area
- Walking Radius 5 min (1320')

0 50' 100'

District Inventory - N San Gorgonio Ave

OVERALL CHARACTER:

• While outside the current study area boundary, this area exhibits some of the most walkable and pleasant downtown qualities in the City. Buildings mostly engage the street and are occupied, some street trees are growing well, and land uses which serve daily needs keep the area active.

LAND USES:

• Significant local destinations in the area include Central Elementary School, Banning Village Market (the primary market for central Banning) and the Dorothy Ramon (San Manuel Band of Serrano Indians) Learning Center; these are categorized as Assets within our analysis.

• Local service uses, such as gyms, salons and storefront offices, predominate in smaller storefronts, maintaining the area with a reasonable amount of activity. The west side of San Gorgonio between Hays and Williams has a continuous line of street-facing buildings which have also been categorized as Assets.

• Vacant lots and parking areas on the east side of the street present opportunities for development, possibly of downtown housing typologies.

PARKING:

•The City recently constructed a public parking lot with electric vehicle chargers on the east side of the street.

POTENTIAL RELATIONSHIP TO THE OVERALL DOWNTOWN DISTRICT:

• This area forms a neighborhood-serving, walkable corridor which connects downtown to the market and school as well as the recreational facilities within walking distance a few blocks north. It could highlight San Gorgonio's role as a local, multimodal cross-axis intersecting with the more regional corridor of Ramsey Street.



① Repplier Park Aquatic Center



② Banning Native American Center



③ Banning Village Market

Central Elementary School

Banning Village Market

3

1

N SAN GORGONIO AVE

N ALESSANDRO ST

MARTIN ST

W WILLIAMS ST

E WILLIAMS ST

N 2ND ST

N 1ST ST

Flamingo's Event Planner

Extreme Hair Salon

Elvira's Boutique

McClellen Wilson and Patterson

Rise Above Boxing Academy

Protein Garden

2

Dorthy Ramon Learning Center

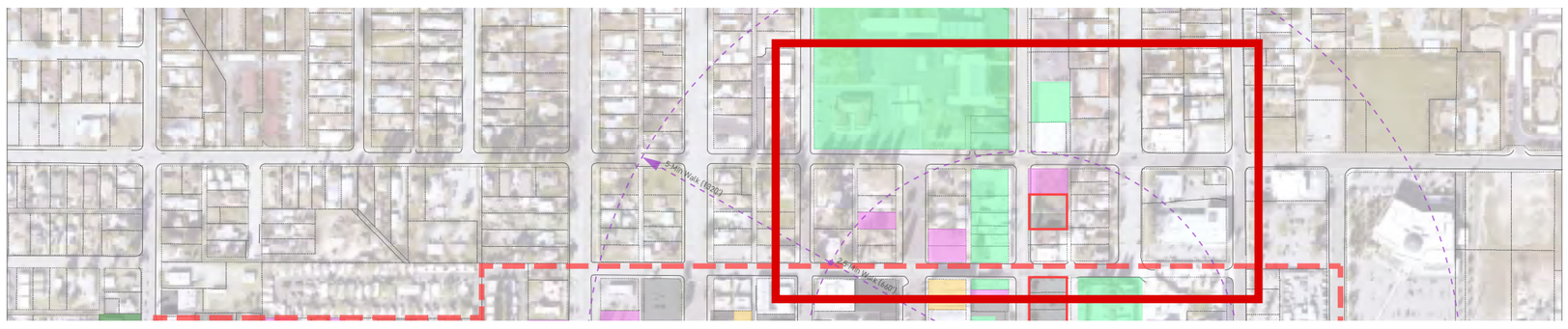
Super Subs

2.5-Min Walk (660')

W HAYS ST

E HAYS ST

La Carreta Dulceria



- Vacant Lots
- Underutilized Parcels
- Repurpose Potential (good quality building)
- Downtown Assets
- Pass-Through Assets
- Off-Street Parking Lots
- On-Street Opportunity
- Publicly Owned Opportunity Site
- Specific Plan Area
- Walking Radius 5 min (1320')

0 50' 100'

Area of Interest

FIVE AREAS OF INTEREST ARE IDENTIFIED ON THE MAP AT RIGHT:

1. Near the intersection of Ramsey and San Gorgonio – This area is the center of downtown, with existing entertainment-oriented businesses including the Fox Theater. It presents the clearest opportunity to build upon assets to revitalize downtown.

2. Ramsey near 4th and 3rd Streets – This area presents a number of opportunity sites, including a potential open space next to the Boys and Girls Club. New development and open space could complement social service uses.

3. City-Owned Large Development Site – The large development site is a unique opportunity to build a new section of downtown, connected to City Hall, to complement the historic downtown core. Development will need to abide by Surplus Land Act rules which "is a "right of first refusal" law that requires all local agencies to offer surplus land for sale or lease to affordable home developers and certain other entities before selling or leasing the land to any other individual or entity." [1]

4. San Gorgonio North – This area also has cultural, educational and recreational assets and a pleasant street character. The area could be strengthened in its function as a neighborhood corridor connecting downtown to residential areas further north.

5. 8th St and Ramsey – This area is an important arrival point to the city and vehicular gateway to downtown.

1 California Department of Housing and Community Development



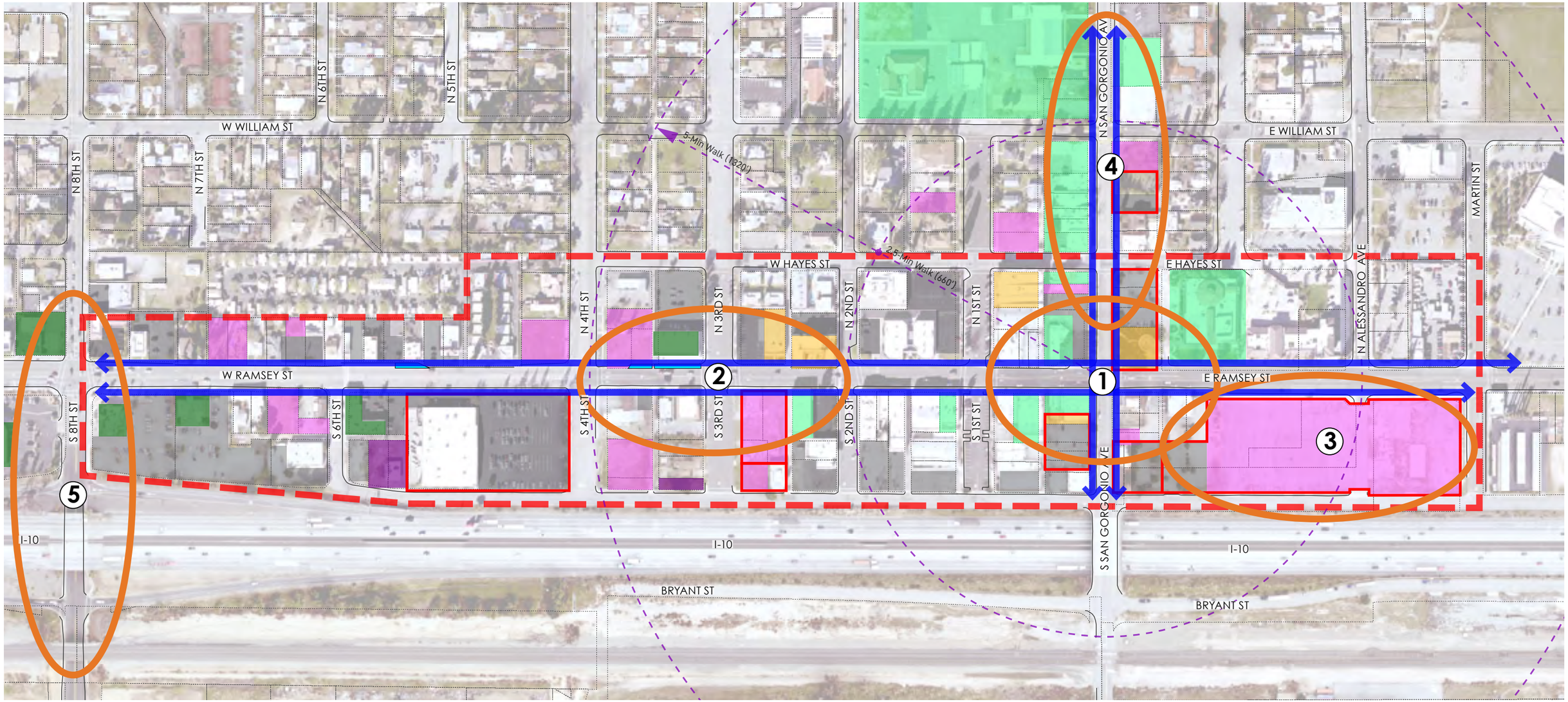
① Cluster #1 - Ramsey & San Gorgonio Intersection



② Cluster #3 - Large Vacant Plot along East Ramsey



③ Cluster #4- Redeveloped but some unoccupied


W WILLIAM ST
N 8TH ST
N 7TH ST
N 6TH ST
N 5TH ST
5-Min Walk (1320')
2.5-Min Walk (660')
W HAYES ST
E WILLIAM ST
N SAN GORGONIO AVE
MARTIN ST
N ALESSANDRO AVE
N 4TH ST
N 3RD ST
N 2ND ST
N 1ST ST
E HAYES ST
W RAMSEY ST
E RAMSEY ST
S 8TH ST
S 6TH ST
S 4TH ST
S 3RD ST
S 2ND ST
S 1ST ST
S SAN GORGONIO AVE
1
2
3
4
5
I-10
BRYANT ST
Vacant Lots
Underutilized Parcels
Repurpose Potential (good quality building)
Downtown Assets
Pass-Through Assets
Off-Street Parking Lots
On-Street Opportunity
Publicly Owned Opportunity Site
Specific Plan Area
Walking Radius 5 min (1320')
Upgraded Street Connections
0
125'
250'

Access and Gateways

Despite being an area which is recognizably different from most of the suburban-style development in nearby communities, Downtown Banning is almost entirely unmarked, unrecognizable and difficult to access for the millions of travelers who pass by it on I-10 annually. The area is not even signed for Banning residents who access it from local streets.

Currently, nearly half of retail visits to downtown derive from Banning itself, and the majority of other visitors come from nearby communities such as Beaumont and Cabazon. Nevertheless, increasing visibility of downtown from I-10 gives the district the opportunity to tap into the spending power of the approximately 134,000 daily drivers (2017, Caltrans) which travel along the interstate highway.

FOCAL ELEMENTS

Focal elements could be landscaping, decorative walls, pylons, public art, etc. which announce arrival or directions to the downtown.

BRIDGE TREATMENTS

Potential bridge treatments could include "Downtown Banning" murals painted on the side of I-10 overpasses or treatments underneath the bridge, such as murals or lighting, which improve the active transportation experience into Downtown.

SIGNAGE

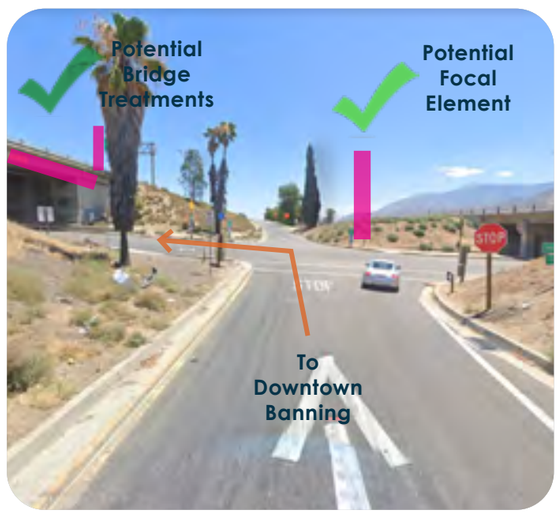
Signage leading to Downtown Banning is needed in multiple locations including along the I-10 mainline, at the end of the freeway exits at 8th Street and Hargrave Street, and along San Gorgonio Avenue.

REORIENTATION OF CIRCULATION

The lack of direct freeway access to Downtown Banning at San Gorgonio Avenue is a significant constraint to economic development in the area. When I-10 was first constructed, exiting motorists traveling eastbound connected to a one-way Bryant Street and came to an intersection at San Gorgonio; motorists traveling westbound connected to a one-way Livingston Street, similarly coming to intersect San Gorgonio. In the long term, working to reestablish this street pattern would strengthen the position of Downtown Banning (although it would negatively effect 8th Street and Hargrave Street). It would also provide motorists traveling south toward Idyllwild a direct connection to CA Route 243.

GOALS:

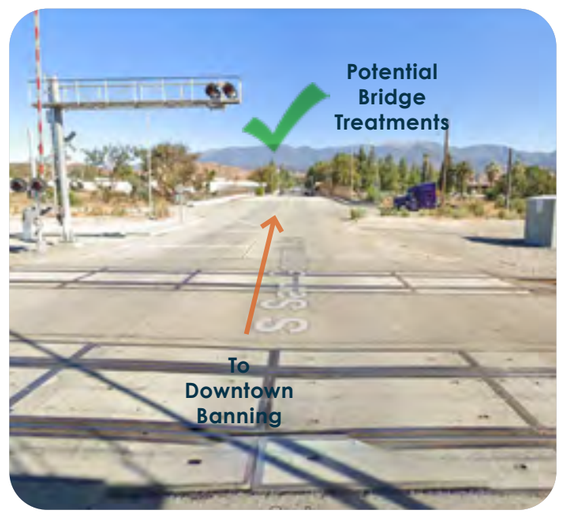
- Increase visibility, recognition and access to Downtown Banning for pass-through I-10 travelers
- Provide clear gateways into and out of Downtown, identifying it as a unique district



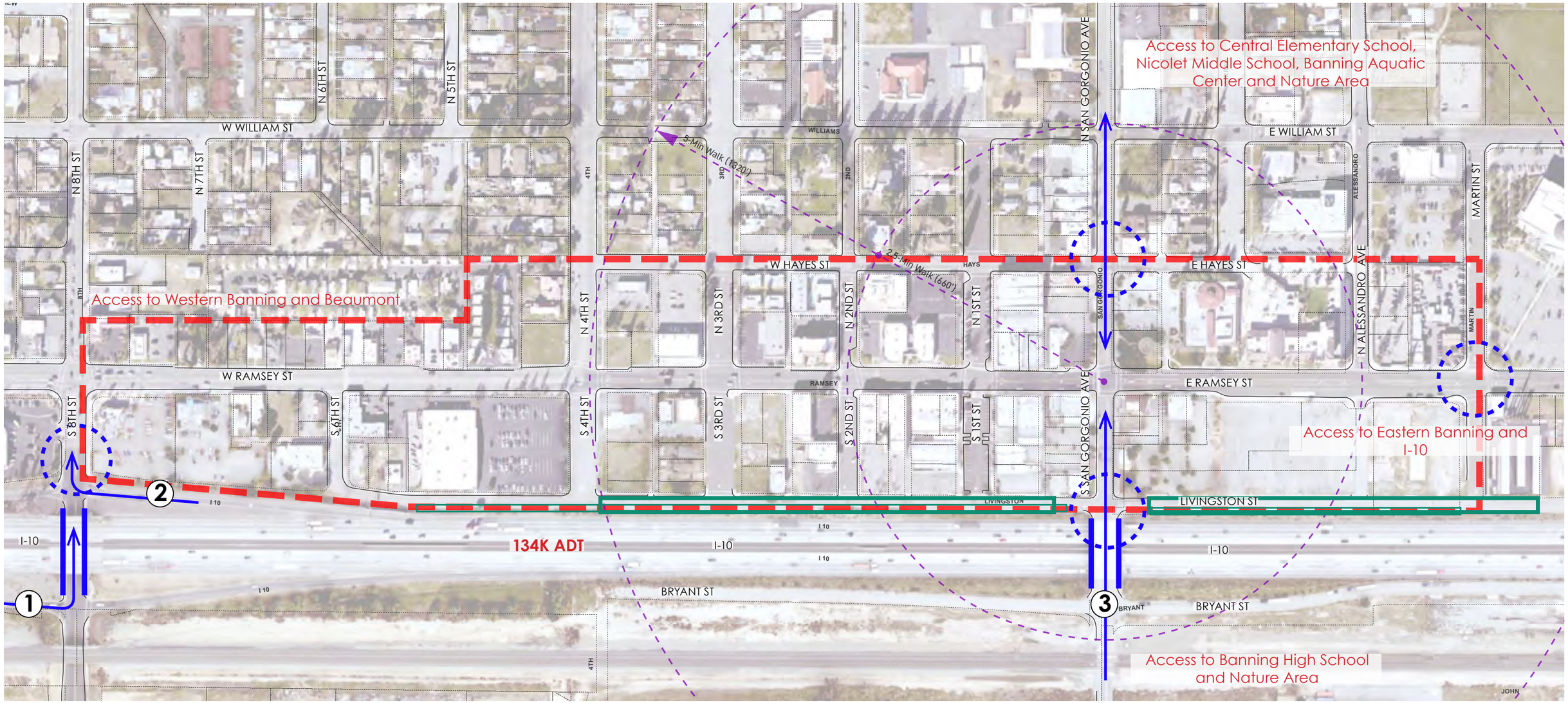
① I-10 East Bound Freeway Exit at 8th St



② I-10 West Bound Freeway Exit at 8th St



③ San Gorgonio Ave North Bound over I-10



District Access and Gateways Map.

Gateway
Potential Additional Freeway-Oriented Signage Zone
District Marker and Identification
Access
Specific Plan Area
Walking Radius 5 min (1320')

0 125' 250'

COMPLETE STREETS

Ramsey Street serves as Banning's Downtown Main Street supported by adjacent parallel streets of Hays and Livingston, north and south respectively. Running perpendicular to these are 4th St- 1st St from west to east respectively as well as San Gorgonio, Alessandro St and Martin St. 8th St at the west of the study area connects to interstate 10 and is a major gateway to the study area. The following section outlines the existing conditions of these streets, addressing the challenges of varied right-of-way segments, missing pedestrian elements, and constrained conditions that do not meed ADA requirements. Many opportunities in these few streets exist for improving accessibility, safety, and comfort for non automobile users, and elevating the daily experience of traveling along Ramsey Street or patronizing its storefronts. Opportunity also exists to reconsider the distribution of parking downtown in order to re-distribute the public right-of-way for assets such as wider sidewalks, street trees, and bicycle facilities, while still maintaining access for those visiting or living in Banning to experience downtown.

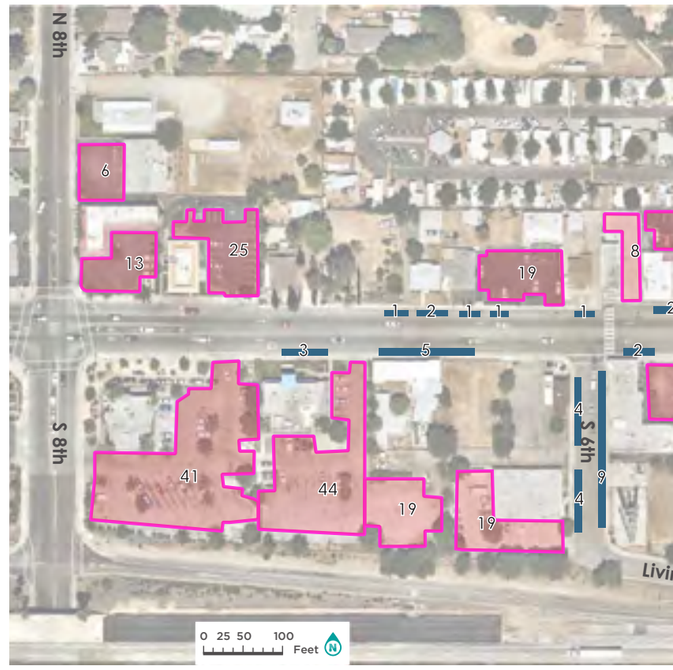

FOX
ANGEL'S BLACK TIGER ACADEMY

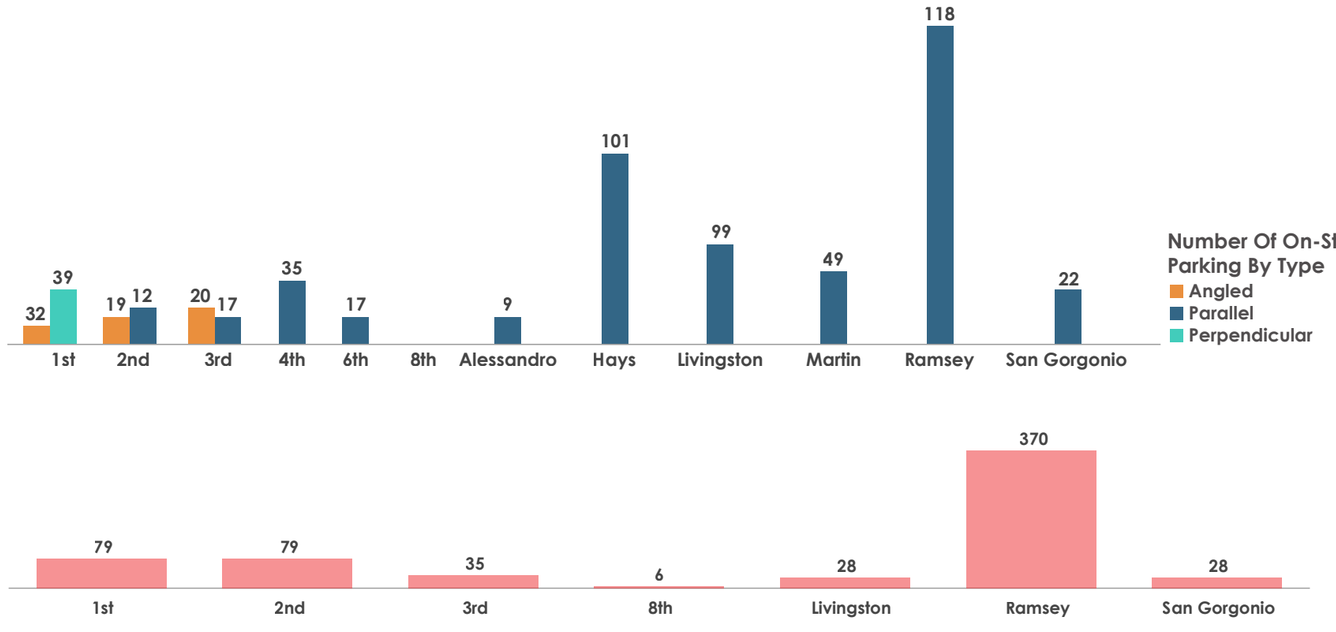
Parking In Downtown Banning

In downtown Banning there are over 1,215 parking spaces of on-street and off-street combined. Close to 1/3 of these are private off street lots, but still might be used by those parking downtown due to relatively loose and sometimes ill defined use. 129 off street spaces are public, with 101 of them located in the 1.4 acre lot shared by the Riverside Department of Public Social Services and the Greyhound Bus Station. The other 28 are on the west side of San Gorgonio between Livingston Street and Ramsey Street. These parking spaces were counted as both existing formal spaces with striping, as well as all spaces where no formal markings exist, but parking is happening. Many spaces that are unmarked are on streets with vacant lots and were counted to get the general quantity of potential space if all land use were built-out. An average of 18' for parallel spaces was used to calculate number of approximate spaces available, rounding down to the nearest whole number.

There are 590 total on-street spaces. All 39 perpendicular spaces are on South 1st Street, while the 71 angled spaces are on 1st Street, 2nd Street, and 3rd Street. 480 parallel spaces are spread out throughout the downtown. 57 of them being short term green curb spaces and 3, yellow loading spaces. On-Street Parking on Ramsey Street on one side or both could be eliminated to make more room for pedestrian and active transportation infrastructure as the number of potential available spaces on the north side of Livingston Street alone could offset all of the spaces on Ramsey Street and is only one block from shop fronts. Businesses also have parking behind stores but it is often crumbling and overgrown. Resurfacing these lots and making them safe and accessible at all times of day as well as easily connected via sidewalks and alleys will allow patrons to continue to access stores without dealing with traffic on Ramsey. Parking throughout downtown needs to be formally marked with signage and striping so drivers easily can tell if they can park or not, and also prevent vehicles from parking in odd positions causing a chain reaction of lower numbers of vehicles along a street.

	Acres	Number of Spaces
Off Street		
Private	4.70	496
Public	1.50	129
Total Off Street	6.10	625
On Street		
Angled	0.32	71
Perpendicular	0.18	39
Parallel- Not Marked	2.40	420
Short term parking	0.20	57
Commercial loading 30 min max. Passenger loading-5 min max.	0.01	3
Total On Street	2.07	590
Total All Parking	8.90	1,215







Public Parking With Lack of Signage/ Lack of Markings for Street Parking

Angled Parking On Wide Streets



Angled Parking On Wide Streets

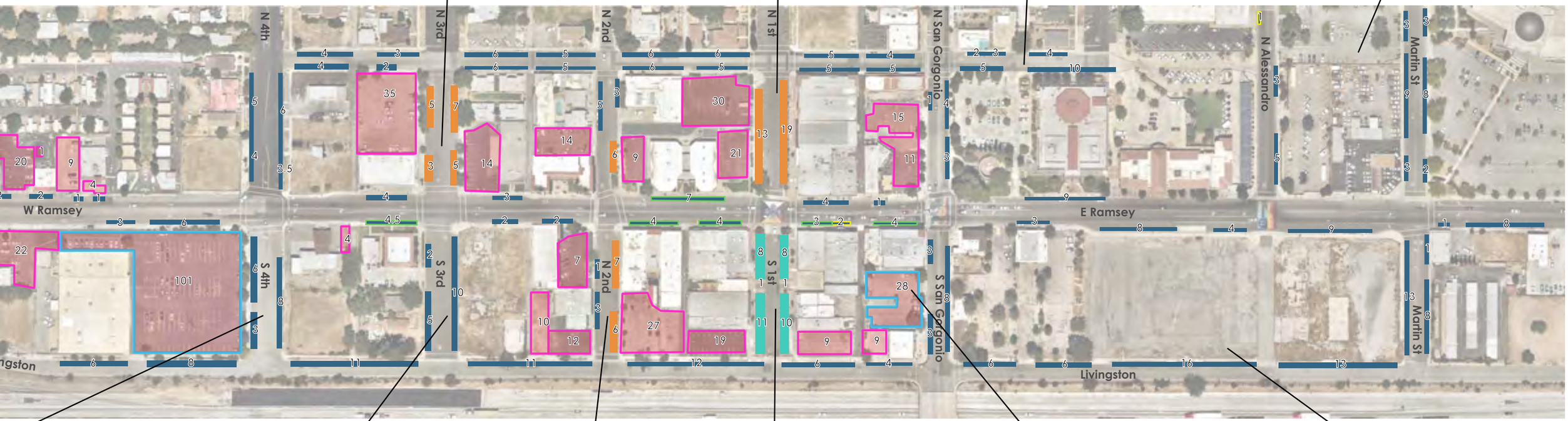


Short Term Parking Near Police Station



Street Turned Into Parking Lot







Lack of Markings for Parking



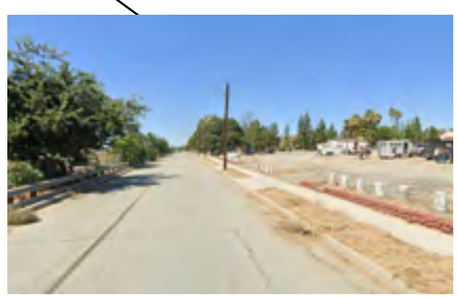
Unclear Ownership and Use of Lots Behind Businesses



Street Treated As Parking Lot



Public Parking With Lack of Signage



Uncertain Parking Allowance on Livingston

COMMUNITY ENGAGEMENT

Engagement with members of the community is a vital part of the design process and helped the project team guide decisions for how best to implement the desires of the community. Throughout the project there were several engagement events with community and stakeholder groups both to gain initial insights and later to get feedback on several design concept themes.


Banning Downtown Revitalization
Plan de Calles Completas y Revita
ng
Street Safety and Transportation
What would you like to see downtown? Add your comments!


Banning Downtown Revitalization and Complete Streets Plan
Plan de Calles Completas y Revitalización del Centro de Banning
Development and Experiences
What would you like to see downtown? Add your comments!
Desarrollo y Experiencias

Round 1 - Initial Engagement

In Person Events

The initial engagement took place on October 27th, 2022 at a number of places throughout the day. These included: Downtown Business owners Ad Hoc Committee, Banning High School, Nicolet Middle School, Central Elementary School, and a Community Workshop Meeting at City Hall. At these different locations the project team gave presentations and heard valuable feedback from community members. Collecting feedback happened with the aid of display boards with information on topics including: Urban Design, Development Experience, and Street Safety and Transportation.

Urban Design

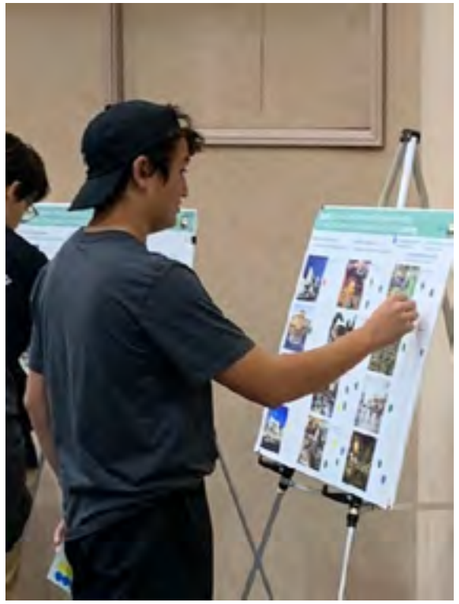
The community showed interest in slow streets, programmed alleys, bike parking as well as active street terrace, green stormwater management, shade, and outdoor gathering. There were a few dislikes marked on the board, including active street terrace with elements like barrels and furniture, as well as outdoor gathering space which might relate to the concern of unhoused people downtown voiced by some.

Development and Experience

Participants were excited about street festivals, public parks and open space, farmer/flea markets, outdoor movies and night attractions. Initial findings also showed interest in mixed use development to offer spaces for residential and live-work studios downtown.

Street Safety and Transportation

Street improvements focusing on pedestrian and cyclist safety were supported with speed and making space for all users being a top priority. All ages shared this sentiment but even more so from students who mentioned the desire for a safer route from schools to Downtown to meet up after school.







Example engagement board from initial day

Round 1 - Initial Experience Survey

Throughout the duration of the project in addition to in person engagement there were two online surveys which allowed for the community to provide input on the project. The first survey had 250 complete responses and asked general questions about their use of downtown amenities they might like to see in Downtown Banning.

TIME SPENT DOWNTOWN?

77% of people visit downtown because they live here and time spent downtown was 51% for less than one hour, 13% for a few hours, 5% for most of the day, and 30% for I do not visit downtown.

HOW OFTEN DO YOU WALK, BIKE, OR TAKE TRANSIT DOWNTOWN?

52% of respondents never use non-vehicular modes downtown while 20% do a few times per month. less than monthly and a few times a week both had 12%, and 2.5% used non-vehicular modes everyday.

WHAT WOULD MAKE YOU FEEL MORE COMFORTABLE OR SAFER WALKING, BIKING, ROLLING, OR TAKING TRANSIT DOWNTOWN? PLEASE CHOSE TOP 3.

Respondents ranked safer crossing infrastructure (crosswalks, pedestrian signals, etc.), and pedestrian lighting as most desired to make non-auto mobility more comfortable. Wider sidewalks, seating, shade and bicycle parking were also desired to a lesser degree. Less cars on the street, bus stops with more amenities, and more affordable transit options ranked lowest. Some write-ins for the Other category included: "More businesses that were family friendly, everything is catered to low income", Businesses like food restaurants, clothing stores, modernizing downtown area like Fullerton or Brea" "Less transients" "Stores to Shop" and "diagonal parking, like on State Street in Redlands to slow down motorists and make Ramsey more 'pedestrian friendly'".

WHICH OF THE FOLLOWING STREETSCAPE AMENITIES WOULD YOU LIKE TO SEE IN DOWNTOWN BANING? PLEASE CHOSE TOP 3.

Respondents wanted lighting, outdoor dining, green landscaping and shade as their most desired elements. Seating, plaza/meeting space, public art and city monument/gateway are moderately desired, while pocket parks, hydration stations, wayfinding, pedestrian-only alleys are the least ranked.

GENERALLY, WOULD YOU BE WILLING TO LOSE PARKING SPACE OPTIONS IN DOWNTOWN BANNING IF IT MEANT WALKING AND BIKING FACILITIES WERE IMPROVED?

53% responded yes, 41% no and 5% other including comment about building a parking structure.



Engagement announcement for first round of engagement in October and a link to survey

Round 2 - Concepts Theme Feedback

The second engagement day took place on May 17th, 2023. The day included a presentation at the Chamber of Commerce Sunrise Breakfast, walk audit with Downtown business owners, and two workshop sessions, one for business owners followed by a community open house. The three concepts presented were: The Spark, Park & Play, and Gradient, which illustrated various design and placemaking treatments. Results from the workshops (below) showed that the community preferred The Spark concept with Park & Play and Gradient vying for the 2nd favorite in different instances. See appendix for additional details.

Complete Street Design

Ramsey & San Gorgonio
The Spark (9 Votes)
Park & Play (5 Votes)
Gradient (1 Vote)

Shared Streets
The Spark (4 Votes)
Park & Play (1 Vote)
Gradient (5 Votes)

Alleys
The Spark (9 Votes)
Park & Play (2 Votes)
Gradient (1 Vote)

Look & Feel

Streetscape & Mobility
The Spark (8 Votes)
Park & Play (2 Votes)
Gradient (1 Vote)

Land Use
The Spark (2 Votes)
Park & Play (1 Vote)
Gradient (2 Votes)

Public Realm/Open Space & Placemaking
The Spark (9 Votes)
Park & Play (2 Votes
Gradient (0 Vote)

Mobility

The Spark (4 Votes)
Park & Play (2 Votes)
Gradient (1 Vote)

Gateways

The Spark (6 Votes)
Park & Play (0 Votes)
Gradient (1 Vote)

Land Use and Open Space

Overall
The Spark (4 Votes)
Park & Play (5 Votes)
Gradient (0 Votes)

Dev Site #1- SE Lot
The Spark (2 Votes)
Park & Play (2 Votes)
Gradient (2 Votes)

Dev Site #2- Civic Center
The Spark (2 Votes)
Park & Play (4 Votes)
Gradient (1 Vote)

Dev Site #3- Social Services
The Spark (1 Vote)
Park & Play (4 Votes)
Gradient (0 Votes)





Complete Street design boards



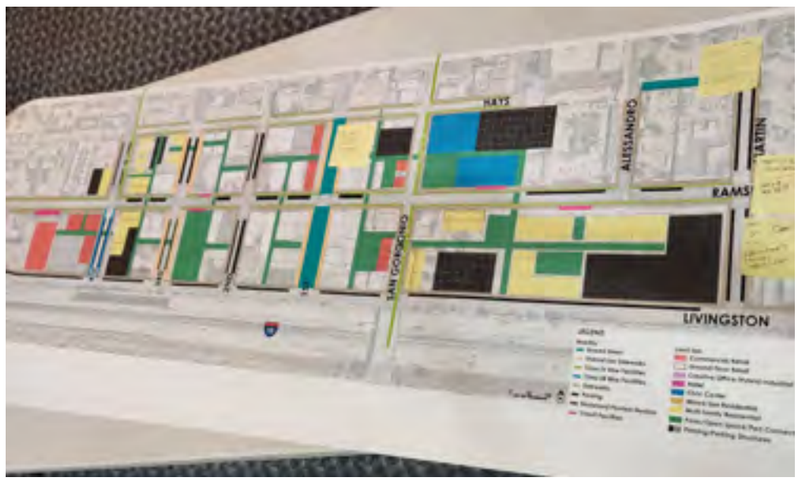
Land use and open space board- The Spark



Mobility- The Spark



Gateways- The Spark



Full maps for drawing and comments- The Spark

Round 2 - Concept Themes Survey

The second survey presented the design concept themes of The Spark, Park & Play and Gradient. The survey had 127 complete responses. Participants could rank their choices for each using the photo simulation vignettes to give a sense of what that theme could look like. Out of the seven categories all categories besides, Look & Feel, had The Spark as the first choice with almost 50% or over 50% of respondents choosing it.

Main Street Survey Results

Which Main Street Concept Do You Like Most? Rank 1-3, most to least.

Spark

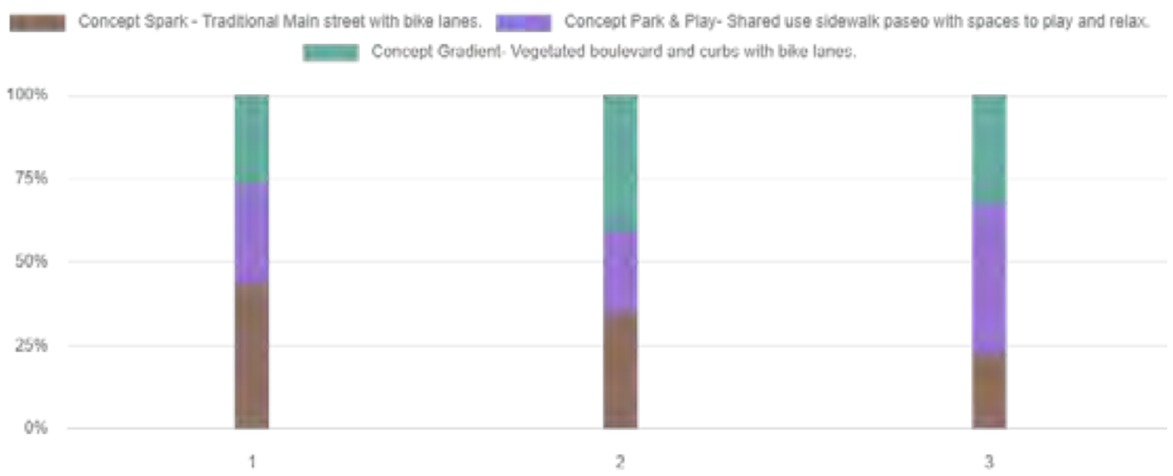


Park & Play



Gradient





Example of survey result which shoes The Spark at almost 50% or over 50%

Look & Feel Survey Results

Which Streetscape and Mobility Elements Do You Like Most? Rank 1-3, most to least.

Spark

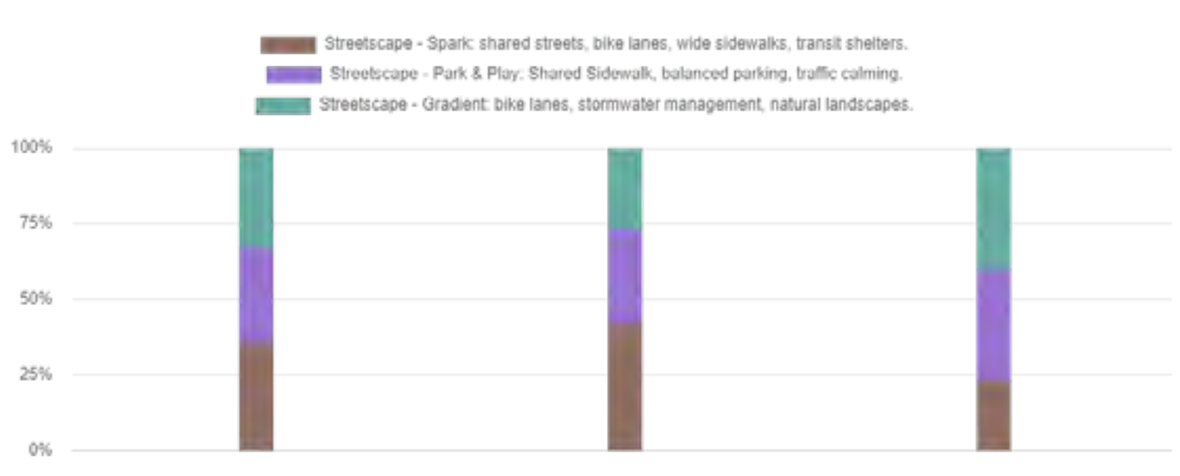


Park & Play



Gradient





Look & Feel was the only category which didn't have a clear first choice

CONCEPT THEMES

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CHAMBER OF COMMERCE
VISITORS
WELCOME
CENTER
BANNING

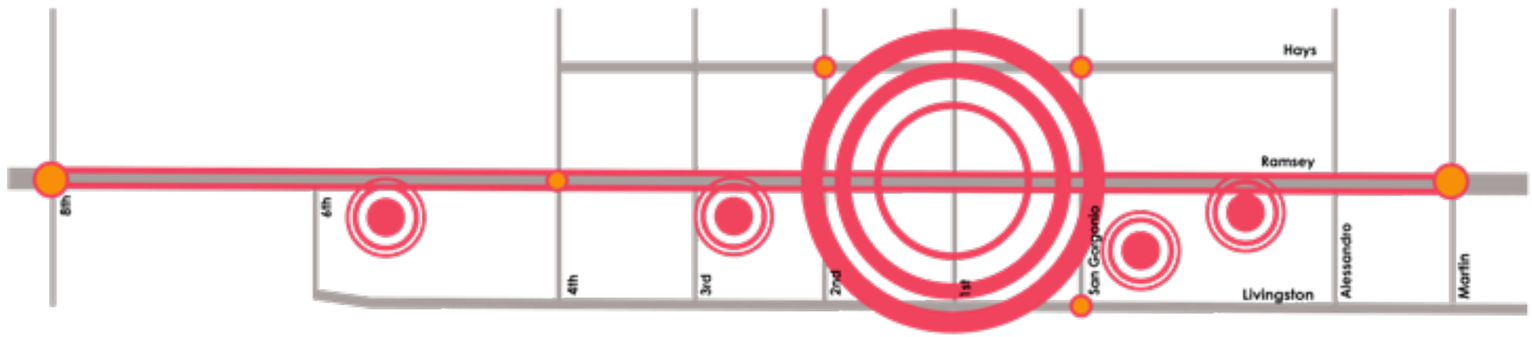
CONCEPT DESIGN THEMES

Three distinct themes were investigated to bring varied character to the corridor. A design theme is a unifying and recurrent idea which is made clear through recognizable elements such as patterns, forms, colors, textures and materials.

Three Concepts

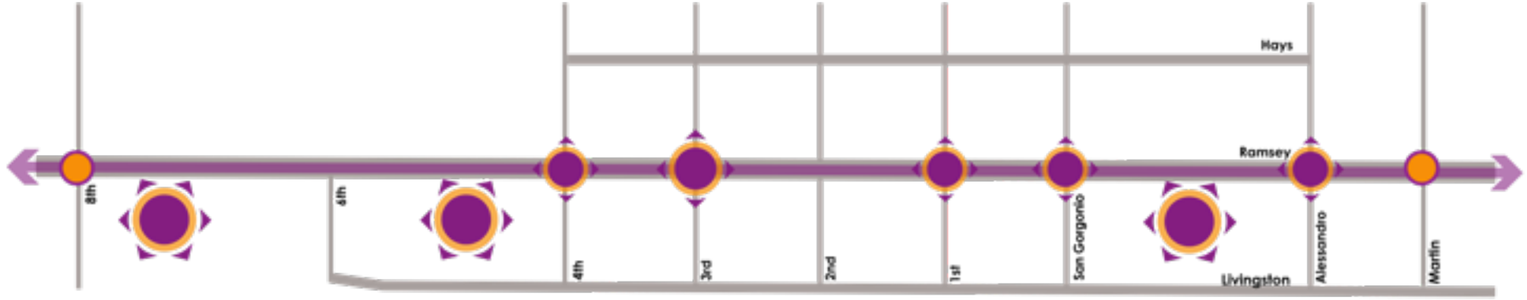
1: The Spark

RESTORE DOWNTOWN AS THE HEART OF THE COMMUNITY



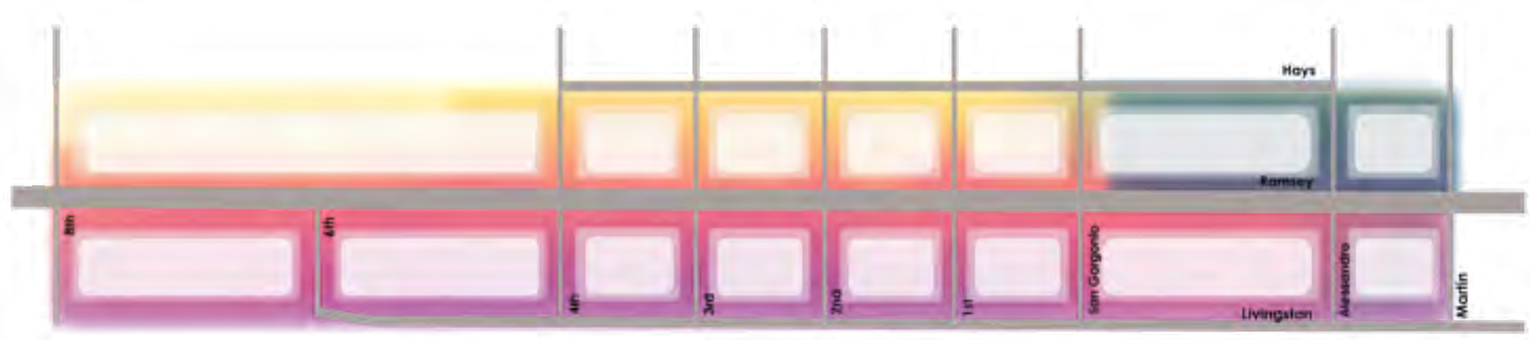
2: Park & Play

GREAT HUBS, ACTIVE SPACES



3: Gradient

LIVE/WORK BANNING; BLURRING THE LINES



The Spark

RESTORE DOWNTOWN AS THE HEART OF THE COMMUNITY

Key Design Moves

- **Mobility:** More traditional main street with balance of parking and protected bike lanes.
- **Land Use:** Traditional, mixed-use downtown with development focused on core of downtown with infill on north-south streets and reuse of existing structures.
- **Open Space:** A network of narrow, historic inspired back-alley pedestrian paseos to be looped to connect a collection of new open spaces like court yards and shared street and key downtown businesses.

Figure 10. Communal Alleyway



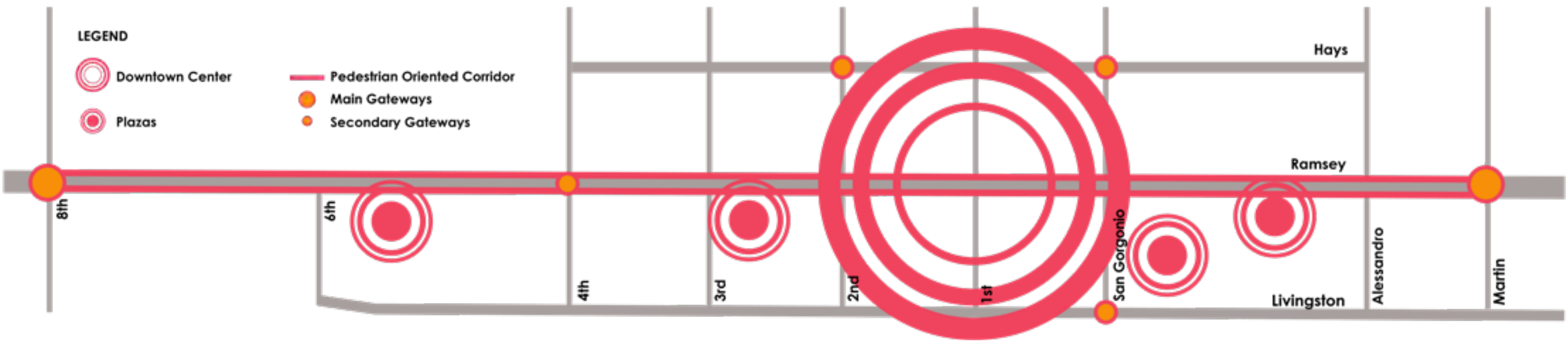


Figure 11. 1st St and Ramsey Shared Street



Park & Play

GREAT HUBS, ACTIVE SPACES

Key Design Moves

- **Mobility:** Wide shared use sidewalk on main street allows users that park off of Ramsey to access downtown. Roundabouts at 4th and Martin slow traffic into downtown.
- **Land Use:** Combination of residential and mixed-use with entertainment attractors and a hotel to provide place for play and activities for local residents and visitors.
- **Open Space:** Playful elements on widened main street and alleys. Expanded Civic Center park connects to new land uses in downtown.

Figure 12. Playful Alleyway



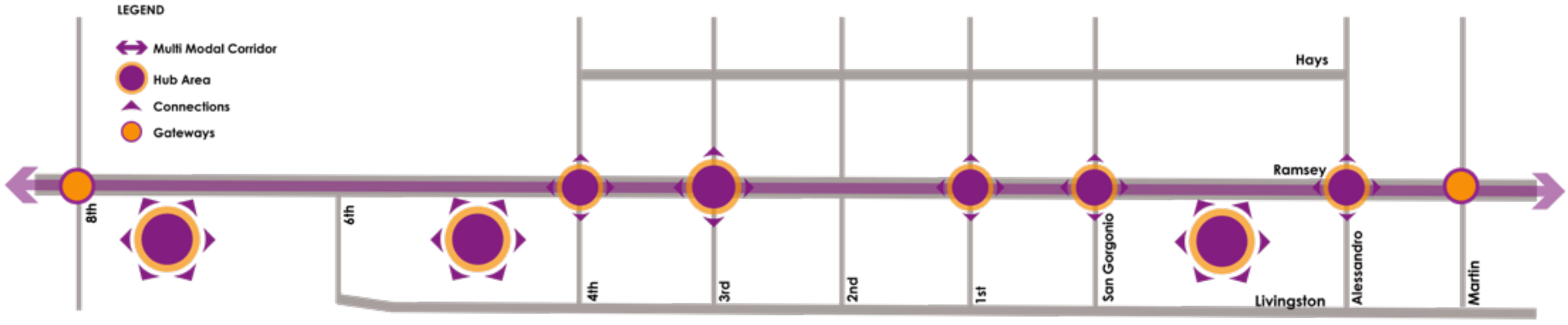


Figure 13. 1st St and Ramsey Shared Street



Gradient

LIVE/WORK BANNING; BLURRING THE LINES

Key Design Moves

- **Mobility:** Tree lined boulevard main street with protected bike lanes and shared streets.
- **Open Space:** Streets and alleys filled with stormwater green infrastructure. Flexible park space at Civic Center.
- **Land Use:** Live/work housing and small scale commercial/industrial land uses blend into commercial and more traditional residential from south to north through downtown.

Figure 14. Green Infrastructure Alleyway



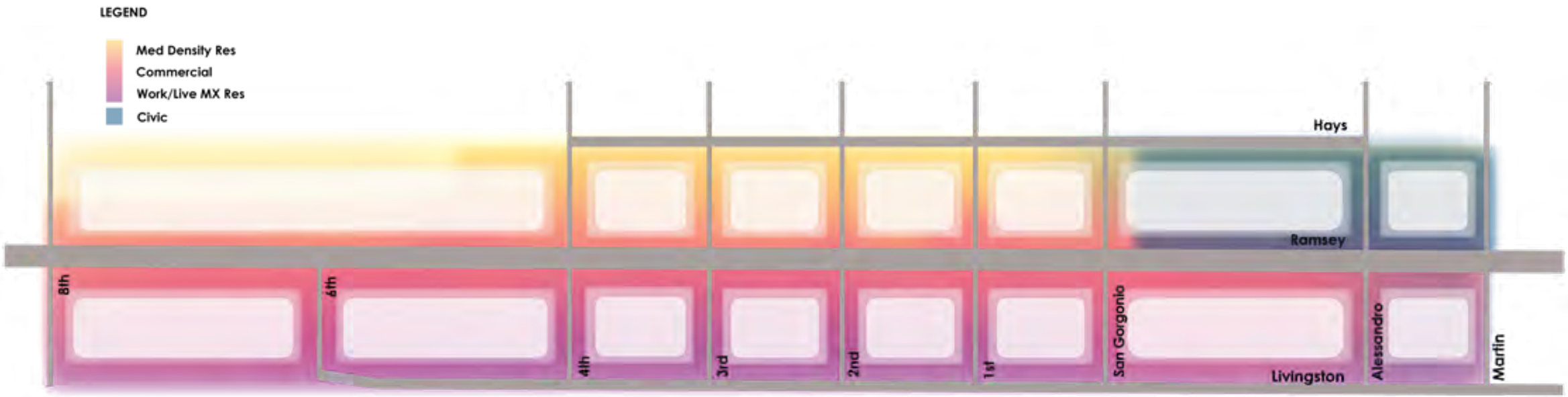


Figure 15. 1st St and Ramsey Shared Street



MOBILITY AND GATEWAYS

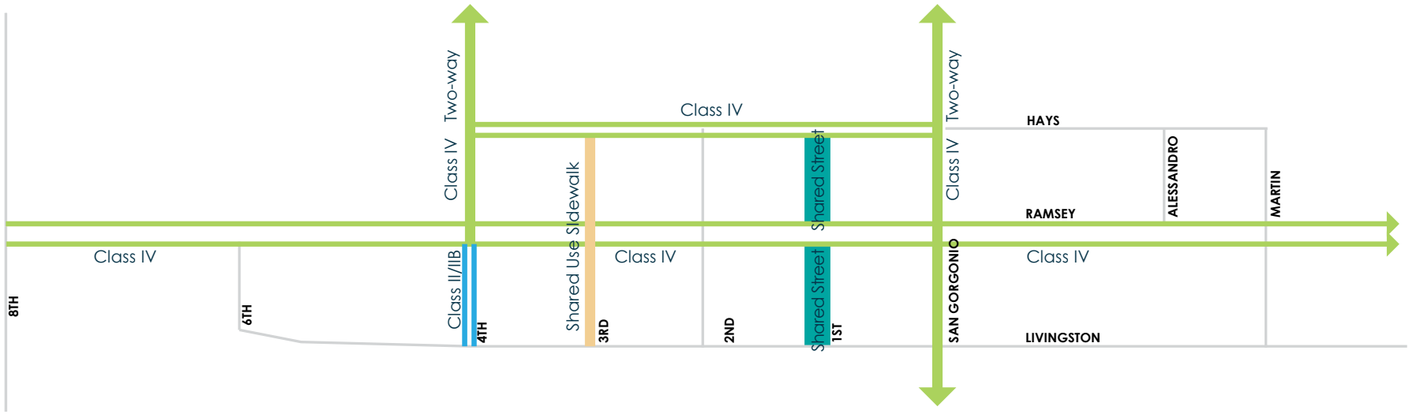
Three mobility concepts were created to explore how combinations of Complete Streets elements would work together to provide safe access to and within Downtown for pedestrians and cyclists. The Appendix provides more details on these mobility concepts with diagrams and precedent imagery of mobility elements.

Similarly, the exploration of gateway alternatives considered how residents and visitors would know where Downtown began when coming from the interstate or other parts of town.

Concepts

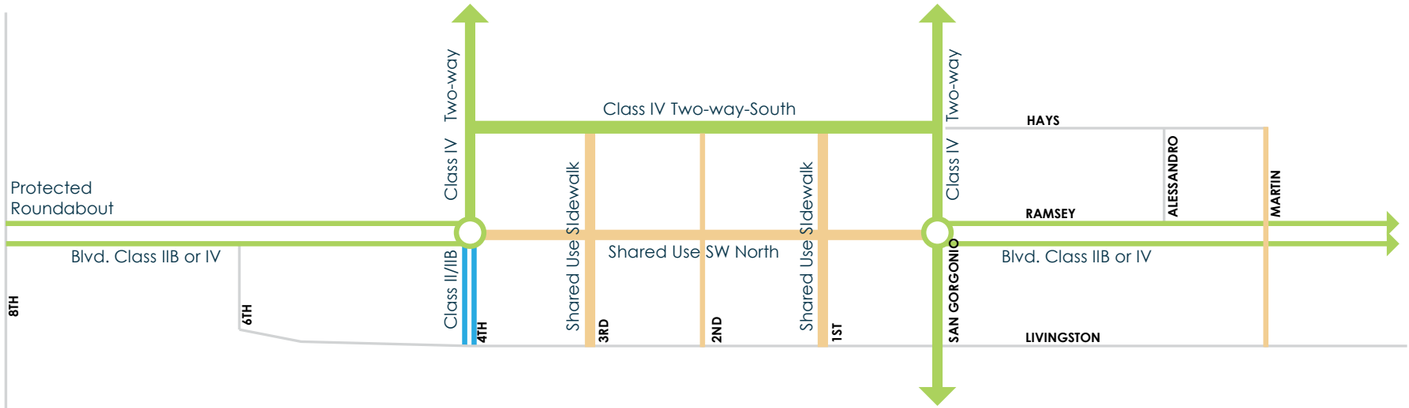
1: The Spark

RESTORE DOWNTOWN AS THE HEART OF THE COMMUNITY



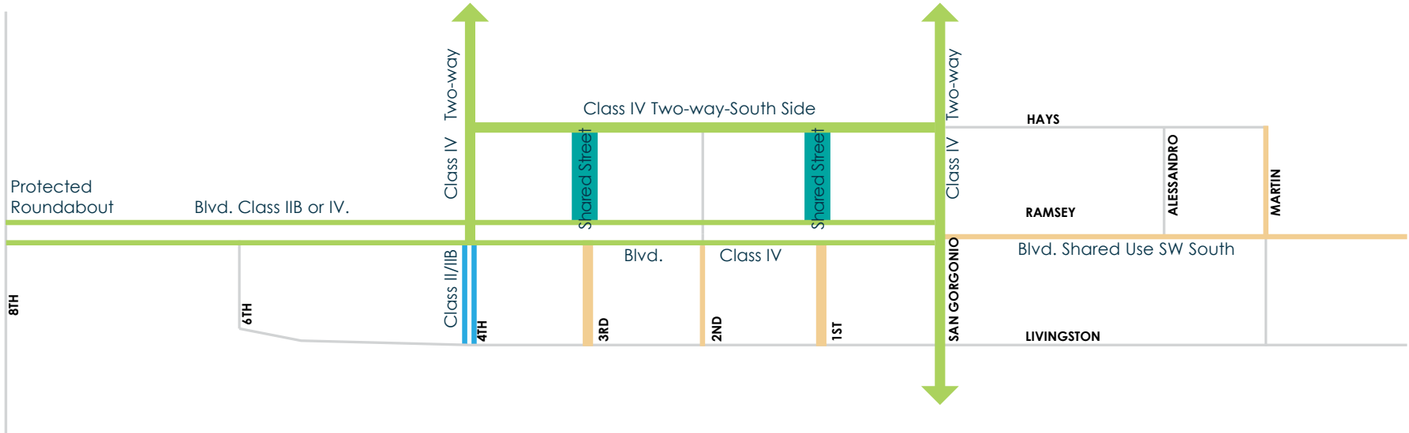
2: Park & Play

GREAT HUBS, ACTIVE SPACES



3: Gradient

LIVE/WORK BANNING; BLURRING THE LINES



Access and Gateways

The Spark

- **G1: Gateway Sign.** Currently proposed to span over Ramsey at 3rd St. Suggest moving the location to 4th St to better align with where we see the western gateway to the downtown core starting with the proposed planning and development concepts. Although some interesting concept directions have been proposed for the gateway elements, it may be worth stepping back and looking at a holistic approach to all the downtown elements and features as part of a branded downtown effort. Could also consider a downsized approach to the message board to be a more monument-type or pylon-type rather than a road-spanning gateway structure, which could feel very heavy and constraining to future downtown extents. Alternatives to digital message boards, such as gateway signs and banners, should also be considered. 4th St should be the start of the pedestrian-focused core of downtown, rather than a vehicular focused entry so scaling the gateway elements appropriately will be important.

- **G2: Monument Sign.** Currently proposed at 8th St (southeast corner). 8th St to 4th St to be more of the vehicular focused side of downtown. Will a smaller message board type at 8th be visible enough to call attention to arrival to downtown Banning? Will a gateway element perhaps be more appropriate at this location (and message board at 4th)?

- **G3: East Side Gateway.** Nothing has been proposed for the eastern edge of downtown as part of the City's Message Board Signage package, but a complimentary gateway or message board could be considered to better mark the eastern gateway to downtown. Potential locations could include element locations at: Martin St, the eastern edge of the Civic Center (halfway between Alessandro and San Gorgonio), or at the San Gorgonio intersection.

Park & Play

- **G4: 1-10 Bridge Markers.** Uniquely identify Banning from I-10 in both the east and west bound directions. Potentially combine with study for other access and gateway opportunities.

- **G5: Off/On Ramp Markers.** Mark arrival to Banning from I-10 exit ramps with a sign type coordinated with the rest of the gateway and access types. With the limited space, this may need to be a pylon-type or monument-type.

Gradient

- **G6: Feature Edge Treatment.** Repetitive marching of unique urban elements and planting between Livingston and I-10 as arrival edge feature and definition of Downtown Banning as a sustainable district for passerby.



G1: Gateway Sign

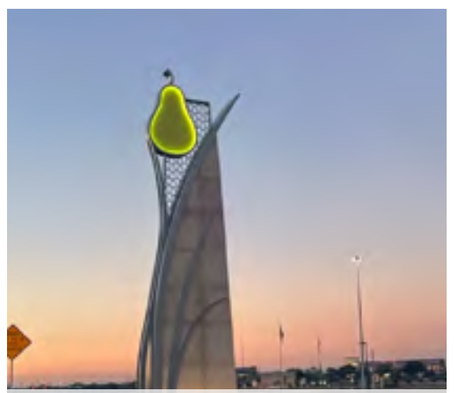


G 2: Monument Sign



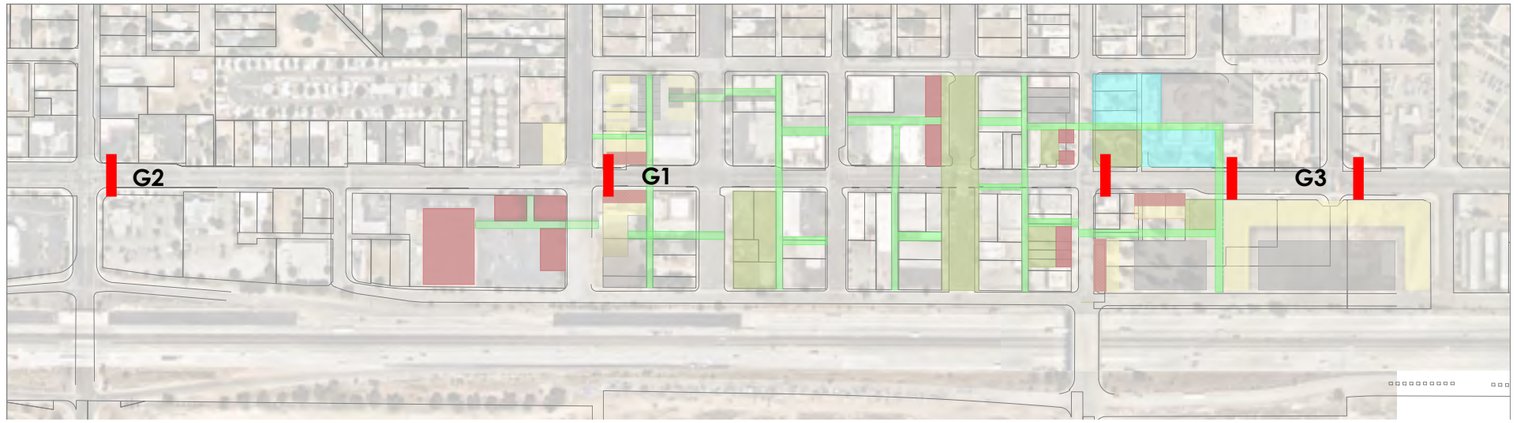
G4: I-10 Bridge Markers


G5: Off/On Ramp Markers

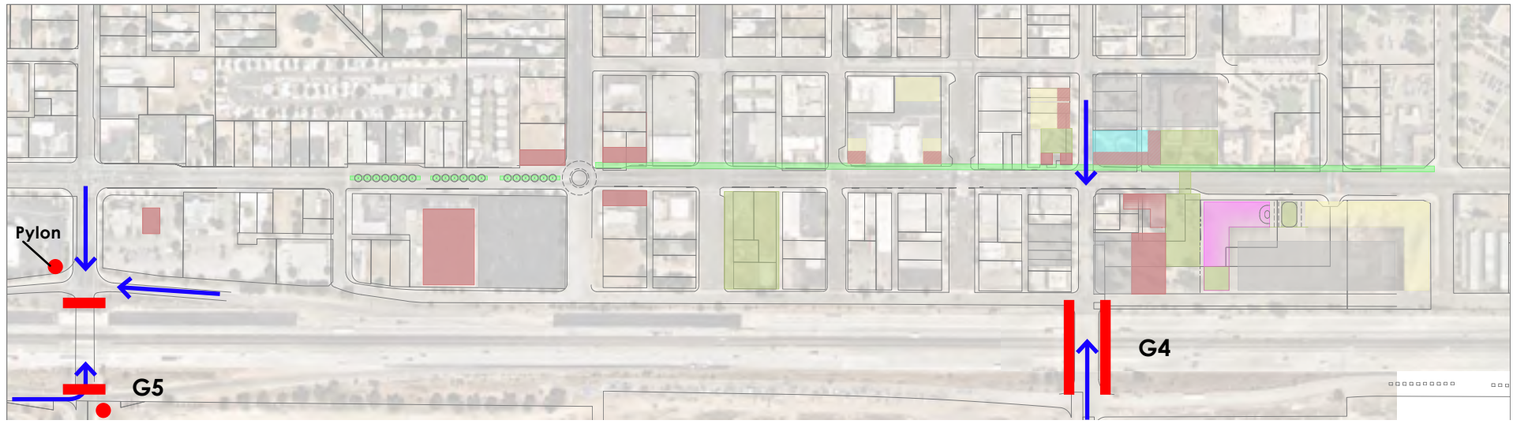

G6: Off/On Ramp Markers

Concepts

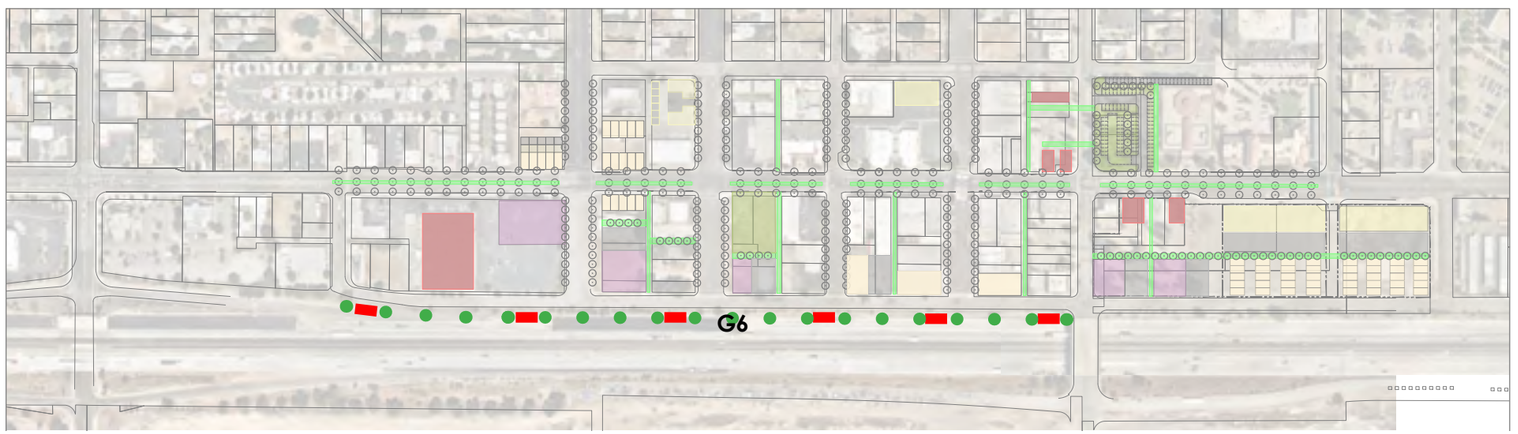
1: The Spark



2: Park & Play



3: Gradient



LAND USE & OPEN SPACE

Land Use and Open Space concepts presented three ideas of how to revitalize downtown. Each concept had a particular focus. The Spark depicted a more traditional mixed-use downtown with focus on 1st Street and Alleys, Park & Play provided a more visitor and entertainment focus on Ramsey Street, and Gradient blended land uses from the more residential north side of Ramsey to live-work area near Livingston Street.

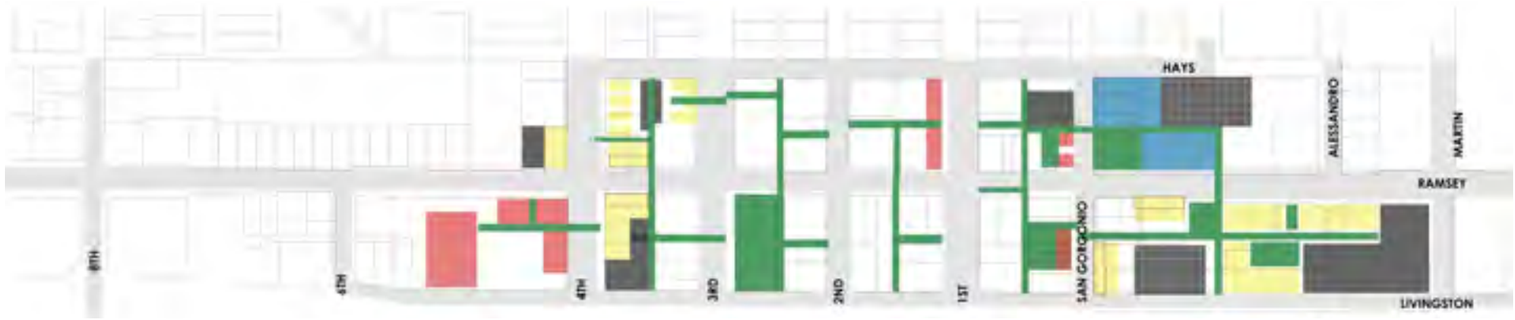
Concepts

1: The Spark

TRADITIONAL, MIXED-USE DOWNTOWN

PLACES FOR OUR COMMUNITY

SENSE OF DISCOVERY



2: Park & Play

FRESH ENTERTAINMENT

DESTINATION FOR VISITORS

MAIN STREET PARK AND STROLL

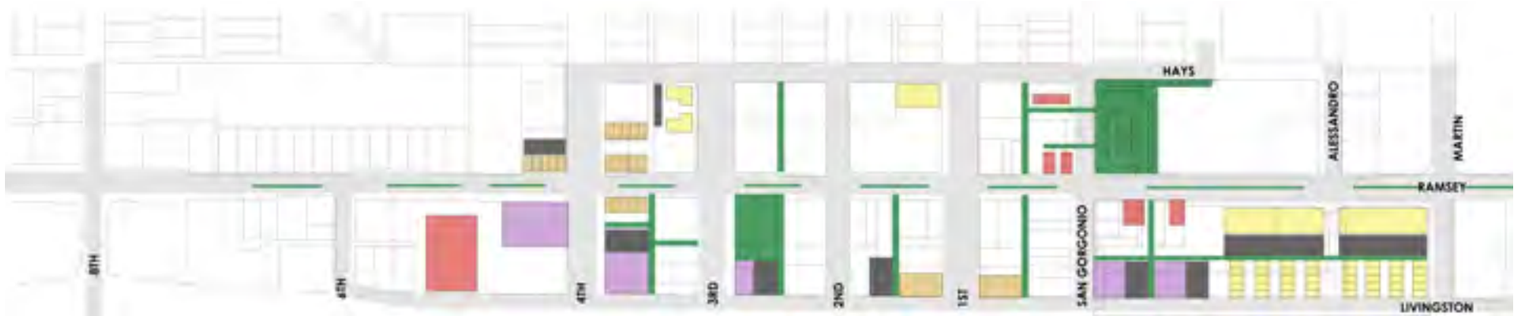


3: Gradient

LIVE/WORK COMMUNITY

SOFTENING AND GREENING

CUSTOMIZED PRODUCTION



Existing Downtown Framework

1: Freeway to Downtown Transition Area. This area links the freeway entrance at 8th Street to other portions of I-10. Businesses are geared toward freeway and vehicular traffic in general, including fast food restaurants and banks. Large, expansive parking lots cover much of the south side of the street. Despite the appearance of the area, this portion does have some of the most visited businesses in downtown.

2: Downtown Core. The center of downtown, this area is the historic downtown. The portions along Ramsey Street between San Gorgonio Avenue and 2nd Street and along 1st Street between Livingston and Hays have a stronger concentration of pedestrian-friendly, retail shopfronts including popular attractions such as Jitters Coffee, the Fox Theater and the Firehouse Bar and Grill. The portion west of 2nd Street has a more mixed land use, with single-family and multi-family residential, auto-oriented retail and office/R&D-type facilities.

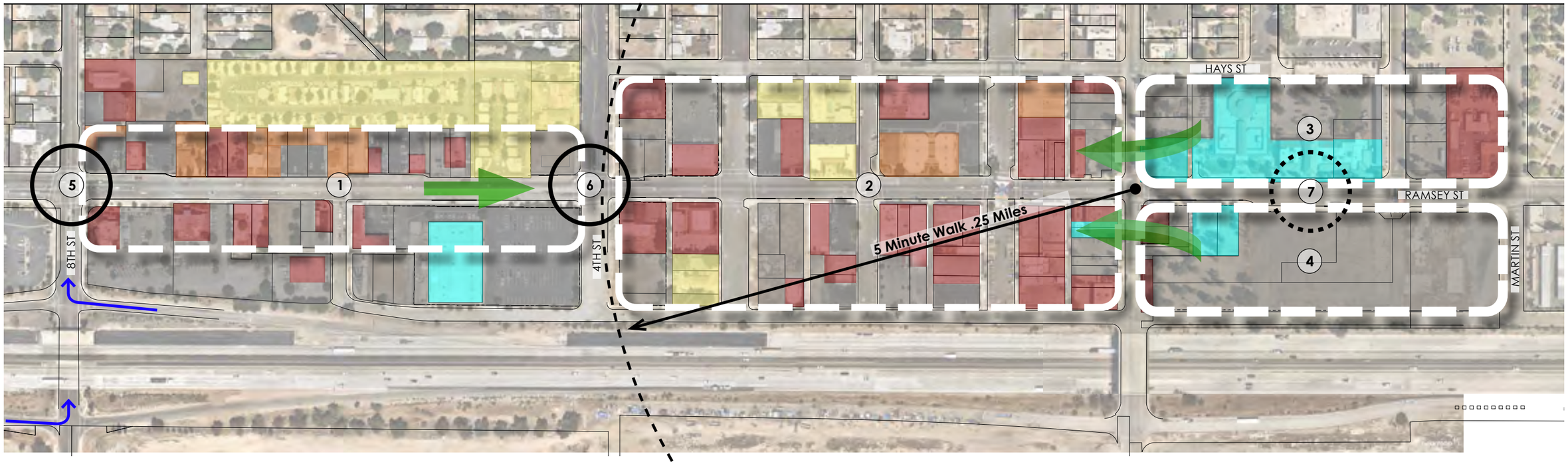
3: Civic Center/Eastern Transition Area. This area consists of civic-focused uses including City Hall, Police Station and Superior Court. Ramsey Street transitions from a wide boulevard to the east into the downtown street it is in the Downtown Core. The area has a significant daytime population which could contribute more to the Downtown Core.

4: City-Owned Opportunity Site. This large city-owned, vacant plot has the potential to drastically transform downtown with new development and relate to the Civic Center/Eastern Transition Area to create a new district of Downtown, feeding the downtown core.

5: Vehicular Gateway to Downtown. This intersection will be the pass-through for freeway traffic entering Downtown Banning.

6: Vehicular to Pedestrian Transition/Gateway Point. 4th Street marks the point at which block and building orientation patterns change significantly, marking the beginning of the walkable, historic downtown core. This is an appropriate location for a gateway element to mark the change.

7: Eastern Gateway. There is currently no discernible existing edge or gateway into downtown from the east, but land use and street design changes could create a strong gateway in this area.



Commercial/ Retail Use

Civic Use

Office Use

Residential Use

The Spark

TRADITIONAL, MIXED-USE DOWNTOWN , PLACES FOR OUR COMMUNITY, SENSE OF DISCOVERY

Open Space

- **OS1: Alley and Paseo Places.** A network of narrow back-alley pedestrian paseos to be looped to connect a collection of new open spaces and key downtown businesses. Paseos to be designed as 'places' to encourage adjacent business spill-out, exploration, art, and other experiential programming. Intended to initially connect core downtown areas radiating out and connecting to more areas over time to create a broad and connected network of downtown experiences.

- **OS2: Banning Pedestrian Mall.** A traffic-calmed, pedestrian and event space running north-south along the roadway of 1st Street between Livingston and Hays, creating a plaza-like space and providing opportunities within to stage events and activities of various sizes to help activate downtown Banning. The Mall should be connected to the overall open space network and circulation to encourage pedestrian movement and walkability downtown. The corridor will still be usable by vehicles but may be limited to certain times of day or controlled through other traffic calming measures.

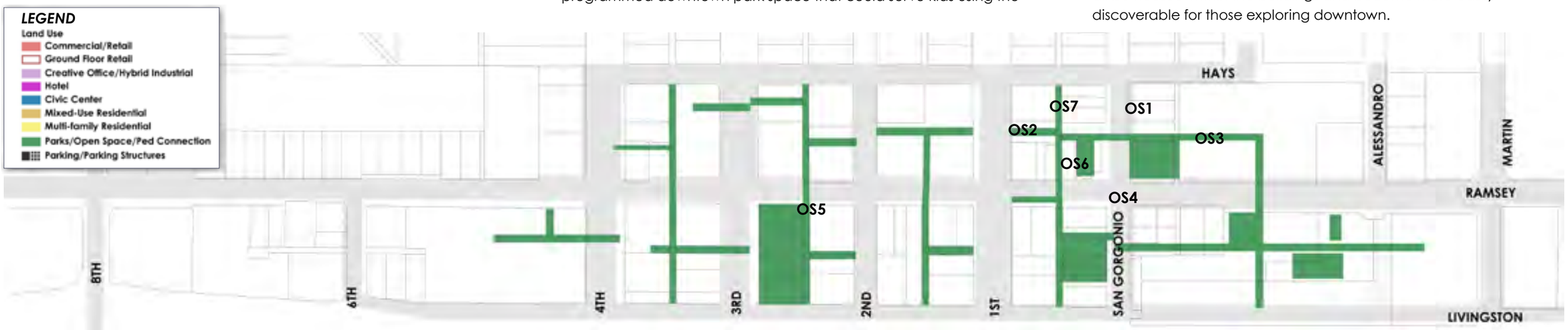
- **OS3: Civic Center Plaza.** A new vision for Carpenter Hamilton Park will better open and connect the park to the Ramsey / San Gorgonio intersection and core downtown development. A more hardscape-focused, plaza-like civic space will be highly visible and become the ceremonial gateway to City Hall. The existing fountain to be the focal point of the revamped civic space.

- **OS4: Courtyard Discovery Places.** A series of new courtyard spaces will provide an opportunity to increase overall vibrancy downtown by introducing a range of new programming options and to serve a broad selection of user groups. Some potential programming for the courtyards may include more intimate, local business focused events and activities such as: spill-out seating, outdoor movies, instructional classes, live music, art installations, and others. A scattering of various courtyard spaces will be linked with pedestrian paseos and help promote a sense of discovery downtown.

- **OS5: City Recreation Park.** The .66-acre vacant lot at 3rd St and Ramsey is a unique opportunity to provide a more actively programmed downtown park space that could serve kids using the adjacent Boys and Girls club as well as local residents not wanting to drive out of the downtown area to find more active types of recreation. Potential sport courts, sports fields, vending kiosks, exercise equipment, and other active recreation uses could be provided in the park.

- **OS6: Parklet Places and Connectors.** Replacing individual parallel parking spaces along Ramsey with more usable parklets will create opportunities for outdoor dining and other programming. Parklets grouped along an entire block can provide enhanced connections between areas that cannot be connected through back alleys.

- **OS7: Building Pass-throughs.** Several potentially underutilized buildings could be repurposed with publicly accessible pedestrian pass-throughs included to help complete key circulation links in the downtown and provide a unique architectural way of integrating interior-focused programming to the downtown experience. Art installations, cafes, entertainment pop-ups, and other uses could all be housed within the buildings and become more easily discoverable for those exploring downtown.



Land Use

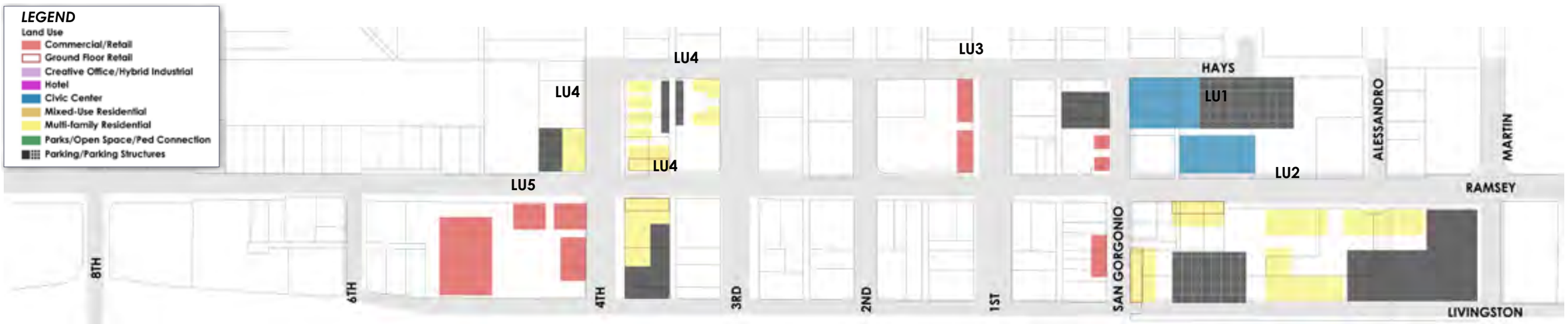
- **LU1: Civic Center Expansion.** Phased expansion concept for the Civic Center to include new expanded Civic Center facilities focused on a featured corner plaza space, new structured district parking garage, and pedestrian paseo connections linking the development. See more detailed information on the proposed expansion concept under Development Site #2.

- **LU2: Mixed-use Residential Development.** New residential / urban living development concept for the 5-acre City-owned property along Ramsey between San Gorgonio Ave and Martin Street. Concept includes a multi-family residential development, potentially affordable, with parking, mixed-use residential infill with ground floor retail facing Ramsey Street/ San Gorgonio Ave, district parking garage, new courtyard open space, and pedestrian paseo connections linking the development. See more detailed information on the proposed development concept under Development Site #1.

- **LU3: Downtown Retail Infill.** New retail development blocks fill in gaps along San Gorgonio Ave and 1st Street to strengthen a more consolidated downtown core and activated by new adjacent courtyard open spaces and pedestrian paseo connections.

- **LU4: Multifamily Residential Infill.** New multifamily and mixed-use residential infill developments on the outskirts of the core downtown area and support the other new downtown development. New infill development to include ground floor retail when facing Ramsey. Pedestrian paseo connections to link the new / existing development. See more detailed information on the proposed development concepts under Development Site #3.

- **LU5: Neighborhood Shopping Center.** New shopping center repurpose and infill concept for the 2.4-acre County Services property at the southwest corner of 4th Street and Ramsey Street. The existing County Services building would be repurposed to a roughly 27,000 SF grocery store and surrounding infill retail would further break down the large existing parking lot with opportunities to add new retail businesses along Ramsey, including a potential location for the proposed laundry mat development. Pedestrian paseo connections to link the new / existing development and create a more walkable district. See more detailed information on the proposed development concept under Development Site #3.

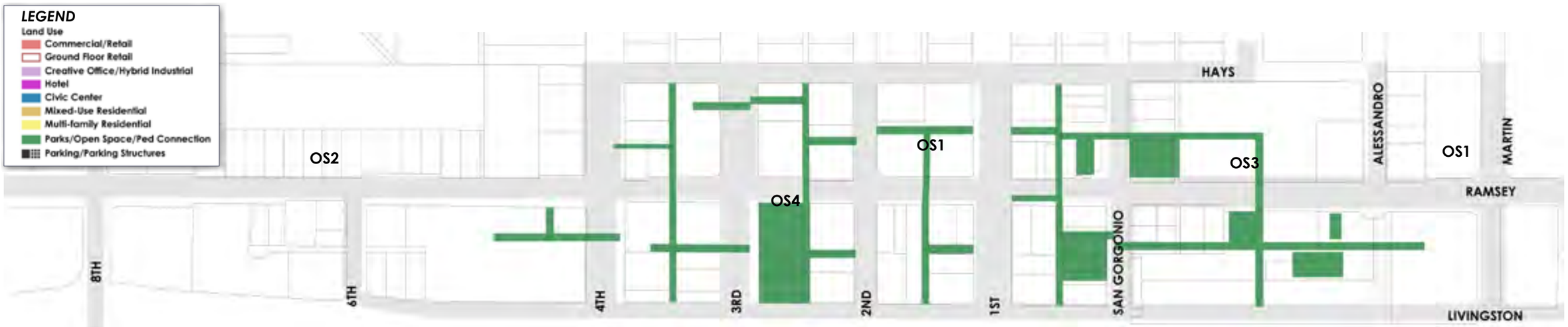


Park & Play

DESTINATION FOR VISITORS, ENTERTAINMENT, MAIN STREET PARK AND STROLL

Open Space

- **OS1: Main Street Ramsey.** Widened sidewalk along Ramsey Street, especially on the north side, to become a major east / west pedestrian promenade and Main Street strolling experience through the downtown, connecting key core area open spaces and businesses. On the west end, 4th Street to become a gateway to a more pedestrian-focused downtown. Opportunities for outside visitors coming into Banning to park and explore downtown on foot to be provided along Ramsey, including a major park and walk hub at 4th Street. On the east end, the Superior Court property anchors the edge of downtown as a major local employment center and could help drive a steady flow of local daytime visitors downtown with a strengthened connection.
- **OS2: Boulevard Entry Ramsey.** A tree-lined boulevard with a central median and accent planting to greet visitors arriving to downtown Banning from the 8th Street I-10 entrance. Broad medians will allow for easy vehicular u-turning and navigation to western downtown businesses catering primarily to outside visitors / I-10 stop-overs. Ensuring ease of arrival and access from outside are important to encourage further exploration downtown.
- **OS3: Civic Core.** A new Civic Center expansion coupled with new-build development at the City's 5-acre southeast property presents a major opportunity to not only link two important downtown development areas but also create an important open space destination supported by usage shared between both developments. Linking both sides of Ramsey Street will be important to make the north / south side developments feel seamless and connected. A potential tabled roadway crossing could physically help link both sides and slow east / west crossing traffic to prioritize pedestrians. A major new civic open space could be an attractor for both local residents and outside visitors. Some potential programming for the civic park may include: a large event lawn, kids play area, civic-scale water feature or focal element, accent planting areas, shade and greening, and other uses TBD. Lining the park edges with retail and other uses will also help better activate the park.
- **OS4: City Park.** With proximity to the vehicular / pass-through traffic side of downtown, a new city park at 3rd Street and Ramsey Street would also potentially serve visitors coming into downtown from outside Banning. A flexible-use space is envisioned to allow for a range of users to use the space and would operate mostly as a passive park. A dog park component would be one use that could serve both local residents and be attractive to visitors from the outside to stop and use the park.



Land Use

- **LU1: Civic Center Expansion.** Phased expansion concept for the Civic Center to include new expanded Civic Center facilities that would front directly up to Ramsey as a concept and better engage the Ramsey Street/ San Gorgonio Ave intersection, new civic core park, and a widened Ramsey promenade. Ground floor retail would serve the Civic Center facility and help activate the adjacent promenade. Enhanced architectural features on the new Civic Center building would provide visual cues framing the downtown core and act as a gateway. A new structured district parking garage would serve the Civic Center parking needs and be a district parking resource. See more detailed information on the proposed expansion concept under Development Site #2.

- **LU2: Mixed-use Hotel/Conference Development.** New hotel / conference / urban living development concept for the 5-acre City-owned property along Ramsey Street between San Gorgonio Ave and Martin Street with a focus on attracting outside visitors and guests to downtown Banning. Concept includes a 4-story hotel / conference facility, 5-story multifamily residential development, and a shared structured garage parking. New retail infill development blocks complete the concept on the western half of the property. New hotel and retail development to front on an existing new civic park and take advantage of the open space linking to the Civic Center development to the north. See more detailed information on the proposed development concept under Development Site #1.

- **LU3: Entertainment Use.** An entertainment use could provide a draw to the hotel and bridge the gap between the hotel and Downtown Core. Examples include pickleball, modern mini golf, axe throwing or an indoor shooting range focusing on Old West or bolt action weapons. See more detailed information under Development Site #1.

- **LU4: Ramsey-oriented Infill Development.** New retail development blocks focused on east / west infill along Ramsey Street to strengthen a more connected and activated promenade walk linking downtown. Several infill blocks between 1st Street and 2nd Street to include additional upper level residential / and parking facility over the ground floor retail.

- **LU5: Themed Attractor.** Business sector focused on elevating the typical retail or customer experience to help attract visitors normally just passing by, help retain them and create opportunities for guests to further explore downtown Banning. Two potential types of sub-businesses being targeted within this category include: Destination Rest Stop and Specialty Farmer's Market. These uses to be paired with an electric vehicle recharging facility to bring more people in. See more detailed information under Development Site #3.

- **LU6: New Drive-thru Restaurant(s).** Fast food restaurants located between 4th Street and 8th Street represent some of the most visited existing uses in downtown Banning with visitors coming from I-10 to visit the various businesses as they pass through the area. Opportunities to infill more food uses exist and will help draw in more outside visitors to downtown. Opportunities to enhance the current and new uses with spill-out seating and shared hang-out spaces would help get visitors out of their cars and exploring more of the downtown area.



Gradient

LIVE/WORK COMMUNITY, SOFTENING AND GREENING, CUSTOMIZED PRODUCTION

Open Space

- **OS1: District Greening.** Finding opportunities to add regular urban greening to existing and repurposed corridors and open spaces downtown will help provide much needed shade and cooling to the district and promote a more walkable environment. Cutting trees into existing sidewalk areas (with the needed soil volume) will be a long-term project but will drastically change the district. A continuous median along Ramsey will be an opportunity to also plant a regular rhythm of shade trees. Opportunities to also add green infrastructure to the district will help build a more sustainable community and lighten the load on expensive piped infrastructure over time.

- **OS2: Secondary Pedestrian Connectors.** Existing north / south alleyways to become secondary pedestrian circulation routes to better connect the district and increase walkability. With limited placemaking envisioned within these corridors, opportunities exist for adding green infrastructure and converting these spaces to true 'green alleys'.

- **OS3: Civic Center Park.** The existing Carpenter Hamiliton Park would be expanded to become an enlarged flexible-use park space for major city-wide events and other programming. Food trucks and other event infrastructure could be brought in as needed to scale up or down events within the space. The entire expanded park to be designed with the geometries needed for a parking lot and would have the ability to be driven over and parked upon with stabilized subsurface systems but would be planted and remain park-like on the surface. No roadway curbs planned within the park area.

- **OS4: Community Garden.** Aligned with the overall sustainability / greening of this concept, a small-scale community garden at 3rd and Ramsey would provide a community sourced agriculture use that could be supported, run, and used by local residents. The adjacent Boys and Girls Club could also be engaged to help maintain the gardens and use it as a learning tool for the children.

- **OS5: Buffer Greenbelts.** Several east / west greenbelts have been proposed south of Ramsey to help buffer the production / hybrid industrial / creative office land uses proposed in this concept from other potentially non-congruous uses such residential and live / work uses and to give some enhanced visual and noise screening. These buffering greenbelts to also offer important greening to the district and be opportunities to add green infrastructure.



Land Use

- **LU1: Civic Center Improvements.** No major facility changes are proposed for the existing Civic Center building in this concept, only modifications to the existing parking lot and to Carpenter Hamiliton Park. Focus of the facility's primary parking would shift to be head-in parking along Hays. The west side of the Civic Center would function as spill-over parking and mainly as an expanded flexible-use park space when not needed for facility parking.

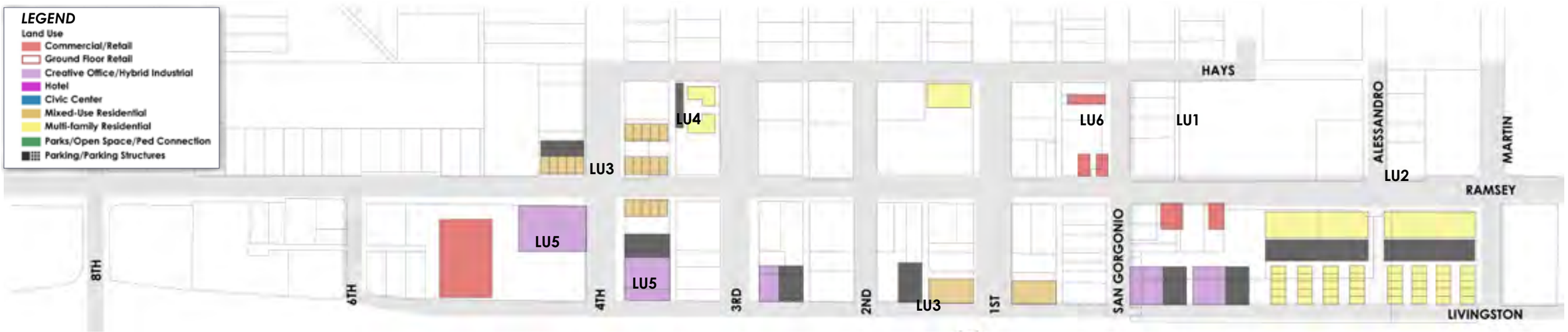
- **LU2: Affordable Housing for Artists.** New residential artist living development concept for the 5-acre City-owned property along Ramsey between San Gorgonio and Martin. Concept includes a 3-story artist loft development with surface parking lot flanked by a multi-story live / work development to the south. The western side of the site includes retail infill along Ramsey and larger production / hybrid industrial / creative office blocks on Livingston. See more detailed information on the proposed development concept under Development Site #1.

- **LU3: Live/Work Residential Infill.** New live / work infill developments on underutilized or vacant properties along both the north and south sides of Ramsey and between Ramsey and Livingston. Intended to help add people to the district to support new downtown amenities. Live / work units along Ramsey to include ground floor small-scale, self-employed businesses such as artist studios, dentists, accountants, etc and to activate the Ramsey frontage with more economically feasible uses that could work outside of the main downtown core.

- **LU4: Multifamily Residential Infill.** New multifamily infill developments on underutilized or vacant properties between Ramsey and Hays. Intended to help add people to the district to support new downtown amenities. Low-rise multifamily building types are intended to help better transition denser downtown development to the scale of the adjacent single family residential neighborhoods.

- **LU5: Small-scale Production / Hybrid Industrial / Creative Office.** Opportunity to introduce some new types of production-based, hybrid industrial, and creative office uses to the district that would offer business types not happening in surrounding areas and offer the district a unique market position. Many of these businesses could fill in the largely underutilized or vacant properties along Livingston with cost-effective warehouse types of buildings and not affect the smaller-scale, brick-and-mortar Ramsey frontage. Livingston would offer an attractive access route for those businesses needing loading or truck service without conflicting with more pedestrian-focused areas of downtown.

- **LU6: Retail Infill.** New retail infill development blocks focused in / around the Ramsey / San Gorgonio intersection to strengthen the downtown core with more consolidated and connected development. Included with infill to be the vacant lot south of La Carreta Dulceria.



LOOK AND FEEL

Each concept had a unique color and material aesthetic to show options for Downtown and ranged from more traditional streetscape, to colorful sculptural design.

1: The Spark

SUBTLE ENHANCEMENTS WITH RUSTIC DESIGN ELEMENTS



2: Park & Play

PLAYFUL AND COLORFUL WITH SCULPTURAL ELEMENTS



3: Gradient

NATURE FORWARD WITH PLANTINGS AND NEUTRAL TONES

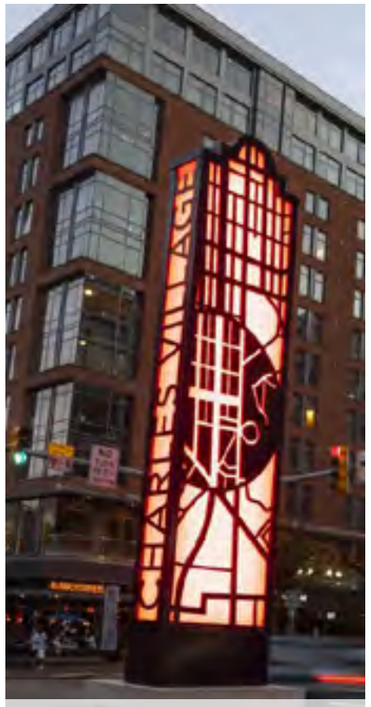


The Spark

RESTORE DOWNTOWN AS THE HEART OF THE COMMUNITY

Streetscape Amenities

ELEGANT, DECORATIVE DETAILS, FINE TEXTURES



Gateway Element



Textured Elements



Bike Racks



Bench



Paving



Artistic Details

Public Realm/Placemaking

ENHANCED EXISTING ASSETS



Alley Activation



Town Square



Farmer's Market



Night Activation



Parklets



Public Seating



Figure 16. Ramsey and San Gorgonio Intersection





Park & Play

GREAT HUBS, ACTIVE SPACES

Streetscape Amenities

VIBRANT, SCULPTURAL, INTERACTIVE



Bench



Sculptural Bench



Transit Shelter



Creative Public Seating



Bike Racks



Pedestrian Lighting



Paving

Public Realm / Placemaking

ILLUMINATION AND DISCOVERY IN THE DISTRICT



Parklets



Alley Activation



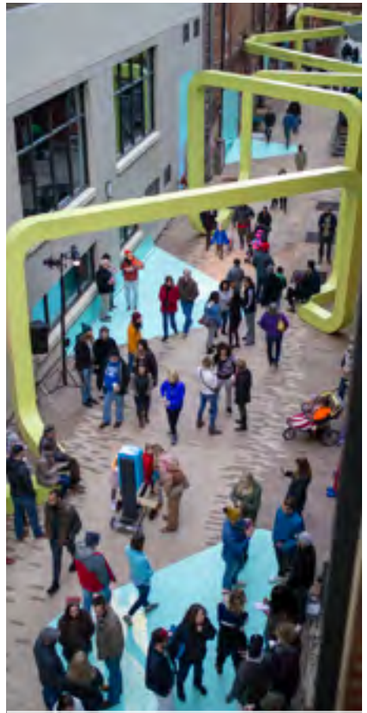
Interactive Art



Creative Public Seating



Multi-Generational Play



Sculpture



Figure 17. Ramsey and San Gorgonio Intersection





Gradient

LIVE/WORK BANNING; BLURRING THE LINES

Streetscape Amenities

"ECO-CITY", ORGANIC, BALANCE



Textured Elements



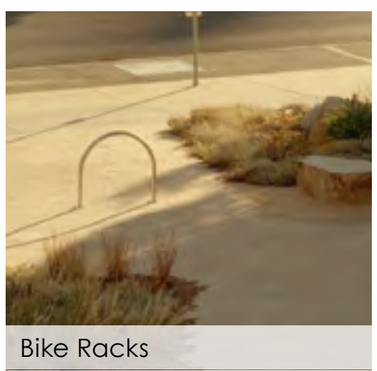
Information



Bench



Paving



Bike Racks



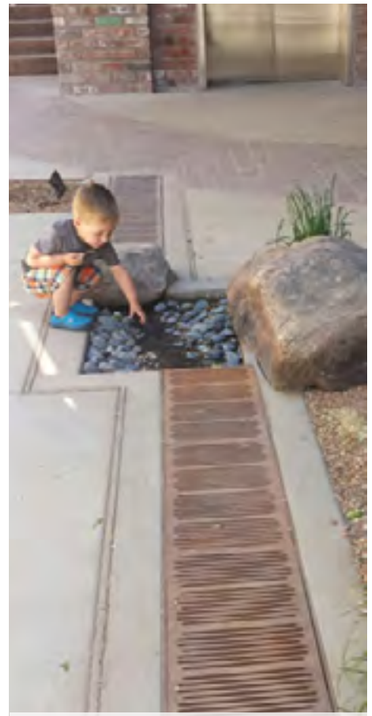
Stormwater Infrastructure as Art

Public Realm / Placemaking

SOFTEN THE EXPERIENCE



Social Space



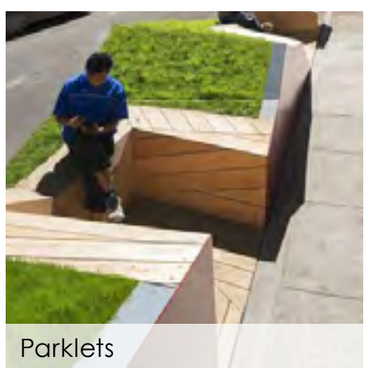
Interactive Art



Community Gardens



Alley Activation



Parklets



Creative Public Seating



Figure 18. Ramsey and San Gorgonio Intersection





COLOR PALETTES

Two color palettes options were created based on Banning's history and natural assets. One of these will help guide future design and planning work in the city for amenities, facades, wayfinding, and other signage.

Small Town Charm

COLOR PALETTE

The Small Town Charm color palette encompasses Banning's colorful history and economic development to this day. It draws inspiration from the vibrant colors of local murals, the annual Stagecoach parade and rodeo, and the bustling downtown shopping and restaurant scene.

Valley Umber

1774
The Serano and Cahuilla Indian tribes were well established when Mexican and Spanish expedition reach the area.

Adobe Tan

1853
Banning's first permanent landmark is built on what is now known as Gilman Ranch.

Goldrush Yellow

1862
Banning developed in coincidence with the start of the Colorado River Gold Rush

Stagecoach Red

1876
The railroad replaces the stagecoach, but Banning is still famous for its annual Stagecoach Days Celebration.

Port Blue

1913
The town of Banning is officially incorporated and named after Phineas Banning, Father of the Port of Los Angeles.

Aqua

1940
The Colorado River aqueduct construction leads to massive boom in commerce and the local economy, tripling Banning's population size.

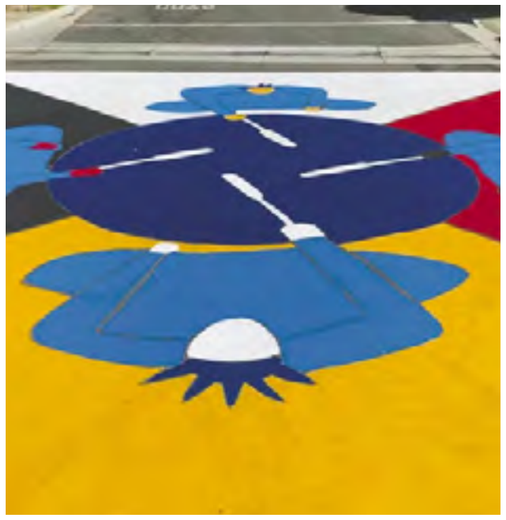
Acre Green

Present
More than 1500 acres of developable land are available for housing and commercial opportunities.


FOX


BANNING


FOX
THE
LAST
SHOW












Sun Lakes
VILLAGE
Albertsons
HOBBY

Scenic

COLOR PALETTE

The Scenic color palette draws inspiration from the surrounding landscape and backdop of the San Gorgonio and San Jacinto mountains. With the desert to the east, the ocean to the west, and mountains and lakes both north and south you can always find something to do.

Azure

Cerulean

Reminiscent of the mountains painted against a bright blue sky

Cedar

Bayleaf

Reminiscent of the lush trees and landscapes in some of Banning's neighborhoods

Sunset Orange

Goldenrod

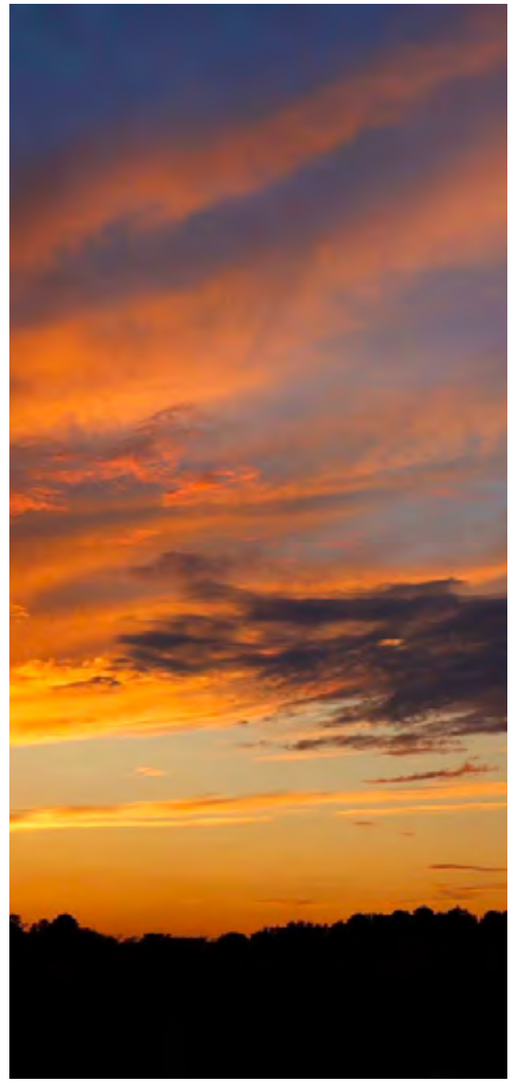
Reminiscent of Banning's striking sunsets and autumn foliage

Almond

Giving a nod to the almond-growing heritage of Banning

















FINAL CONCEPT

This section presents the final concept for the Banning Downtown Complete Street and Revitalization project. The concept is based on community feedback and is primarily The Spark concept with additional elements that complemented it from the other two concepts. This section outlines the design for the streets, land use, and how the design eventually comes to fruition through funding and implementation.

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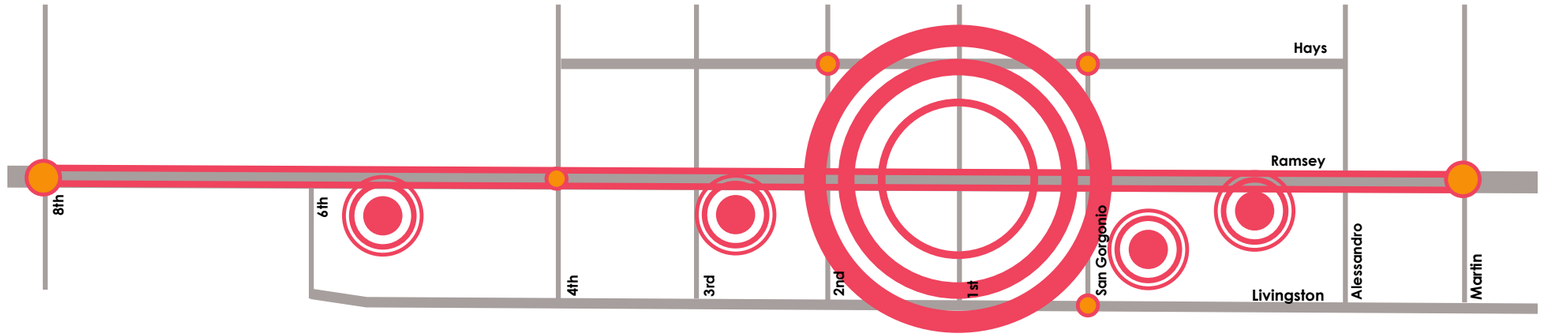

LEARNING CENTER INC

PREFERRED CONCEPT THEME

Three concepts developed in the analysis phase of the project were used to present different design concepts and a range of mobility types, look and feel, land use, and open space. The analysis and engagement with community favored The Spark concept, with additional elements from Park & Play and Gradient.

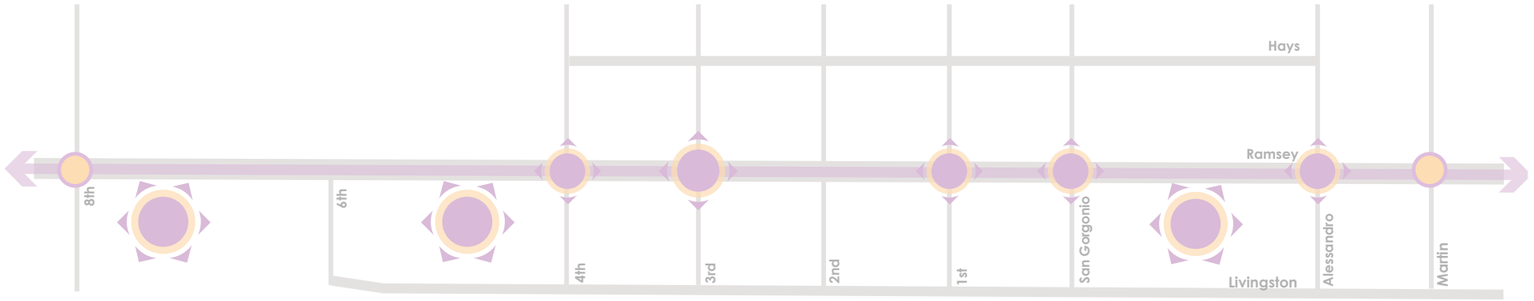
1: The Spark

RESTORE DOWNTOWN AS THE HEART OF THE COMMUNITY



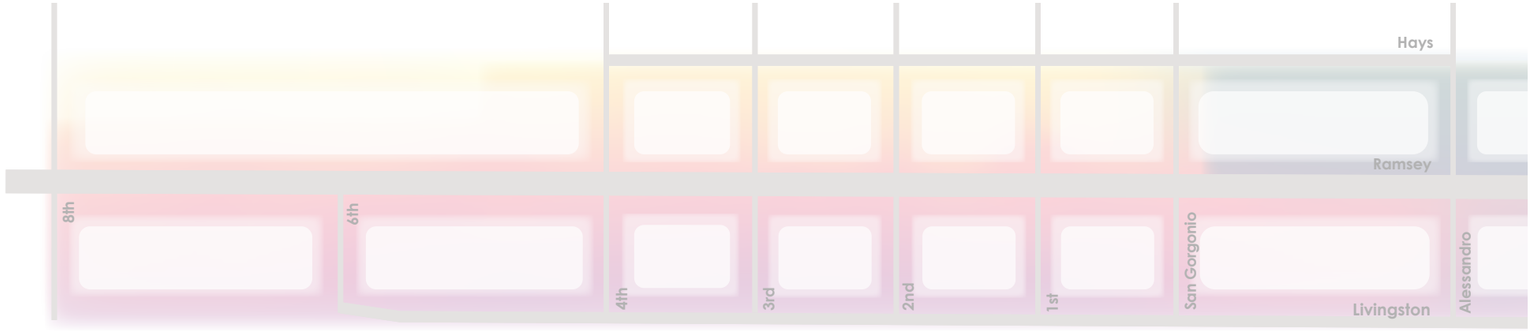
2: Park & Play

GREAT HUBS, ACTIVE SPACES



3: Gradient

LIVE/WORK BANNING; BLURRING THE LINES



The Spark

RESTORE DOWNTOWN AS THE HEART OF THE COMMUNITY

Key Design Moves

Mobility: More traditional main street with balance of parking and protected bike lanes.

Land Use: Traditional, mixed-use Downtown with development focused on core of Downtown with infill on north-south streets and reuse of existing structures.

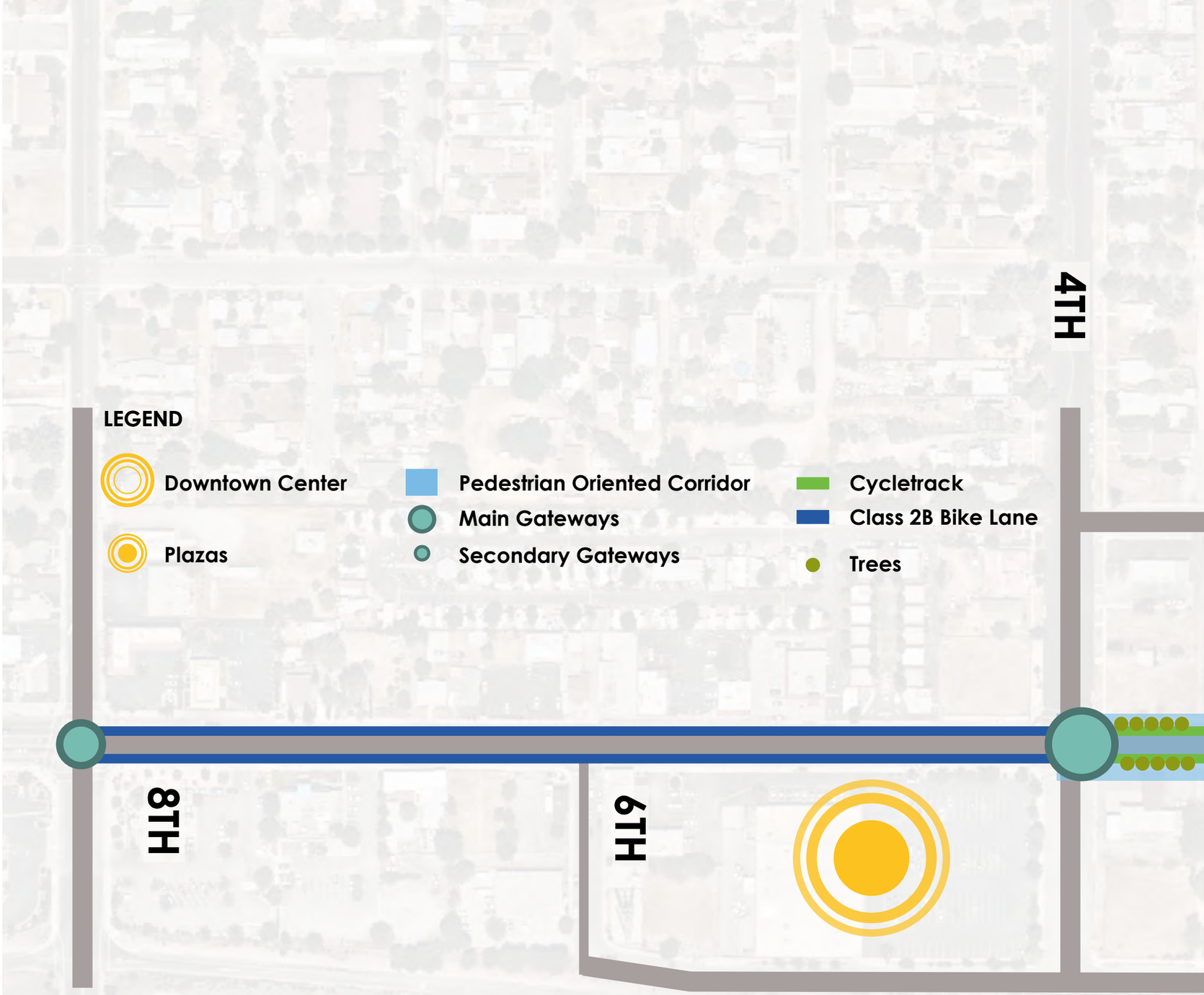
Open Space: A network of narrow, historic inspired alley pedestrian paseos to be looped to connect a collection of new open spaces like court yards and shared street and key Downtown businesses.

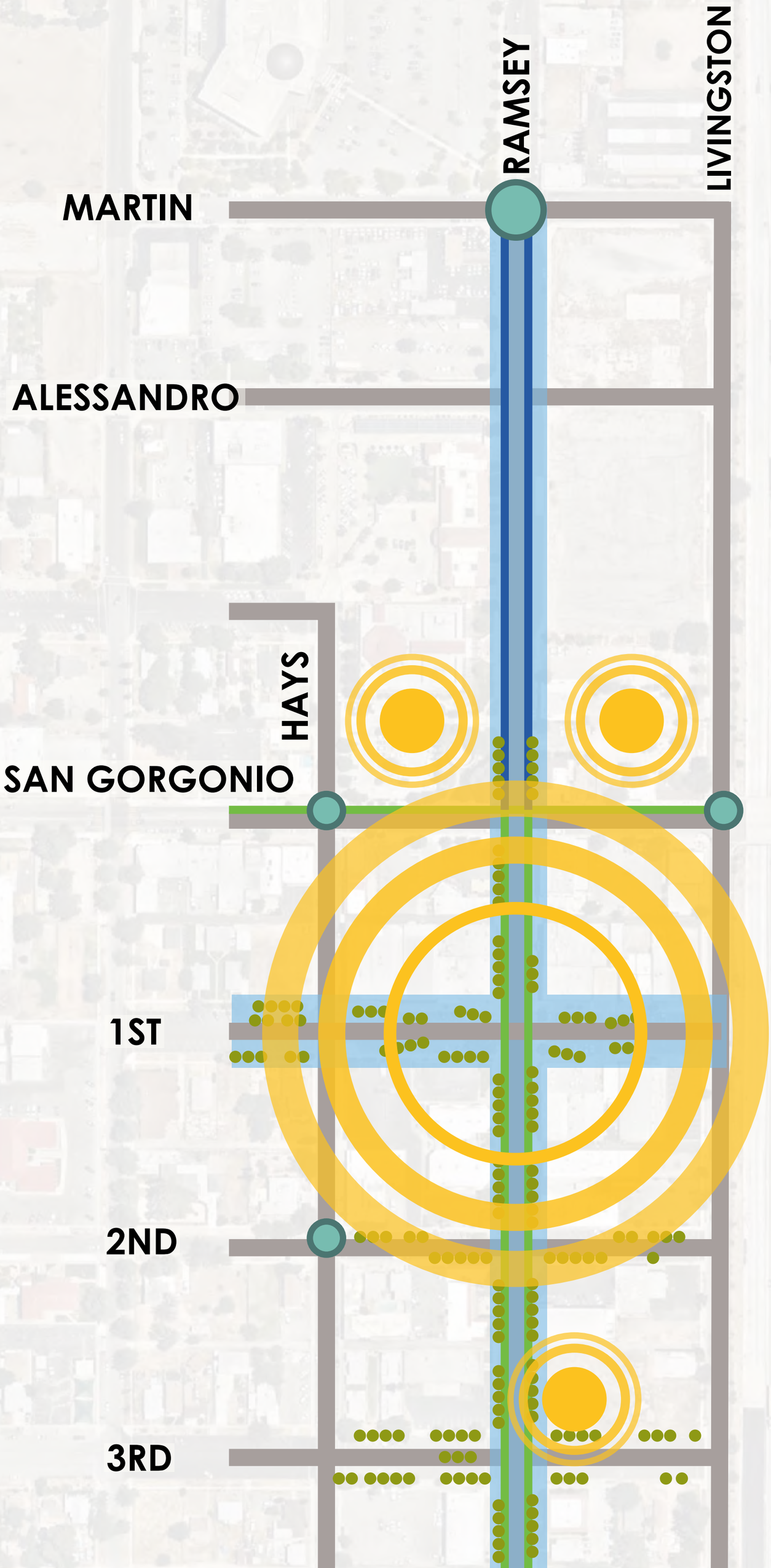
Applied

Mobility: Ramsey Street features chicanes which slow vehicular traffic and allow for pockets of on street parallel parking. Raised cycle track on either side are connected to wider sidewalks with space for street amenities and furniture. A two-way cycletrack on San Gorgonio Ave connects to schools to the north and south.

Land Use: New: grocery store, hotel, entertainment attractions, retail, residential, live-work, creative industrial.

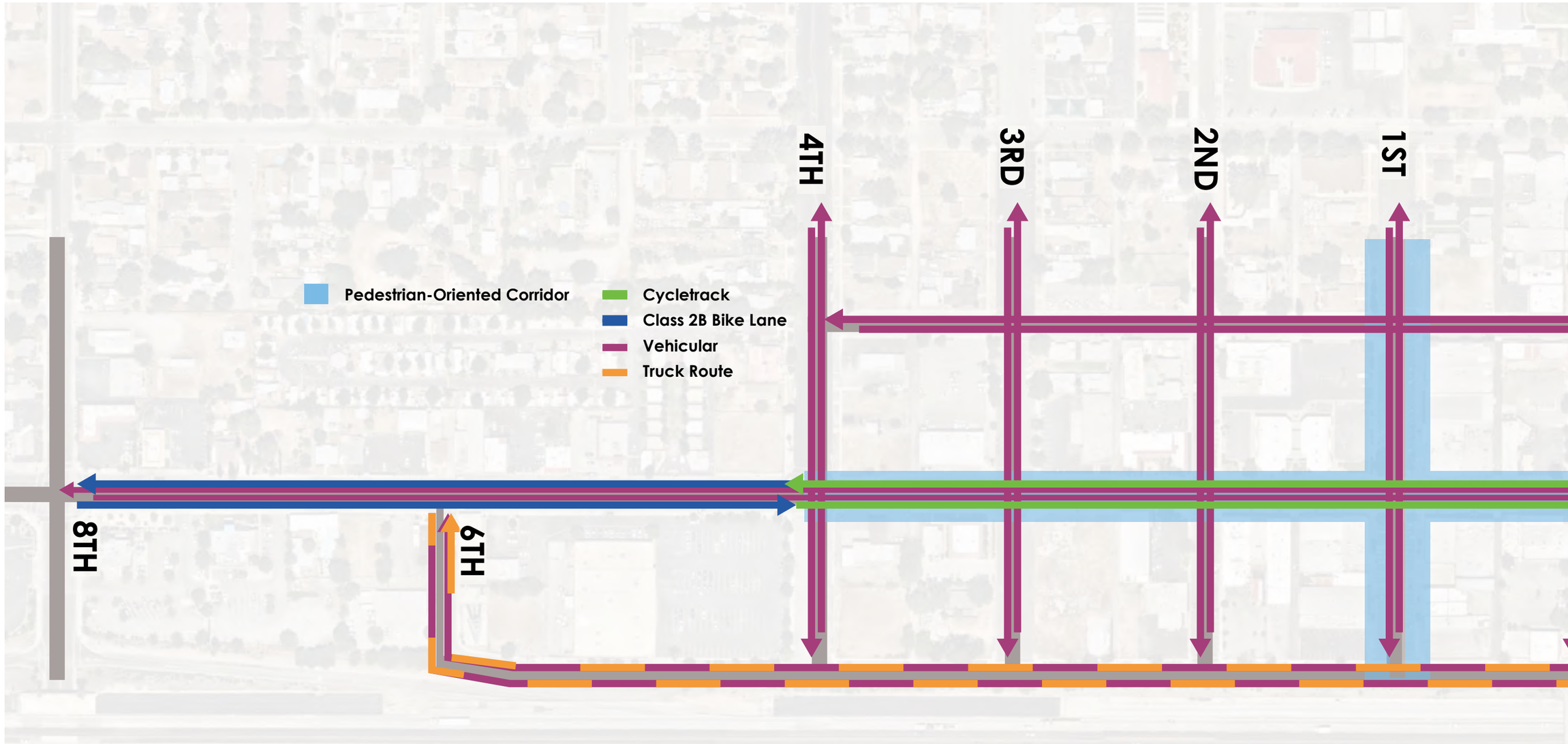
Open Space: 1st Street is a slow, shared street that connects across Ramsey Street. Complimented by controlled alleys and courtyards that connect to new development and park spaces.




RAMSEY
LIVINGSTON
MARTIN
ALESSANDRO
HAYS
SAN GORGONIO
1ST
2ND
3RD

Circulation

The Complete Street design allows for vehicular circulation through downtown to access businesses and parking. For cyclists and other micromobility users, cycletracks on Ramsey St and San Gorgonio create safe, comfortable access through and to downtown. To maintain a pedestrian-oriented downtown with cycletracks and shared 1st Street, trucks are routed on Livingston Street. The intersections connecting Livingston Street to Ramsey Street may require further study to accommodate truck turns. Additionally, there are future ideas to use Bryant Street on the south side of the interstate as a couplet for one-way truck traffic. This would require modification and closures to highway ramps and requires partnership with Caltrans for further study.



SAN GORGONIO
HAYS
ALESSANDRO
MARTIN
RAMSEY
S. ALOLA
LIVINGSTON

Look & Feel















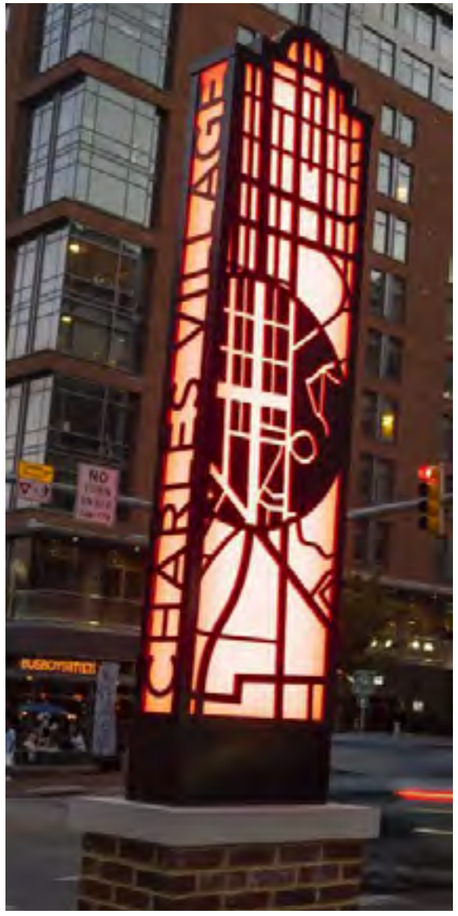







WELCO




CHARLES






CAMPERO

Full Concept Plan

This plan view shows the entirety of the final concept for Downtown from Martin to 8th Street and Livingston to Hays Street. All work will be done within public right-of-way.

LEGEND

Mobility and Signage

- Sidewalk Level Class IV Cycle Track
- Class IV Two-way Cycle Track
- Class IIB Bike Lane
- Gateway Signs and Monuments
- Sidewalk/Pedestrian Areas
- Bus Stop
- Pedestrian Scale Street Lights
- Future Pedestrian Connections

Land Use and Parking

- Commercial/Retail
- Themed Attractor
- Small Scale Production/Creative Office
- Hotel
- Civic Center
- Residential
- Live-Work
- Multi-family Residential
- Parks/Open Space/Ped Connection
- Parking Structures
- Permeable Paver Surface Parking



3RD

2ND

1ST

SAN GORGONIO

HAYS

ALESSANDRO

MARTIN

RAMSEY

LIVINGSTON

0 50 100

Areas of Focus

This section is divided into five sections highlighting the major Design Moves of the concept. Each section contains the annotated plan view, sections, precedent imagery, photo simulation, and land use details.

1. **RAMSEY STREET, 1ST STREET, ALLEYS/ COURTYARDS, HAYS STREET**
   PG. 96

2. **CIVIC CENTER EXPANSION & SAN GORGONIO AVE**
   PG. 116

3. **SOUTH EAST LOT & EAST RAMSEY STREET**
   PG. 122

4. **CITY PARK**
   PG. 126

5. **NEIGHBORHOOD SHOPPING CENTER & GATEWAY**
   PG. 128



3RD

2ND

1ST

SAN GORGONIO

ALESSANDRO

MARTIN

HAYS

RAMSEY

LIVINGSTON

1

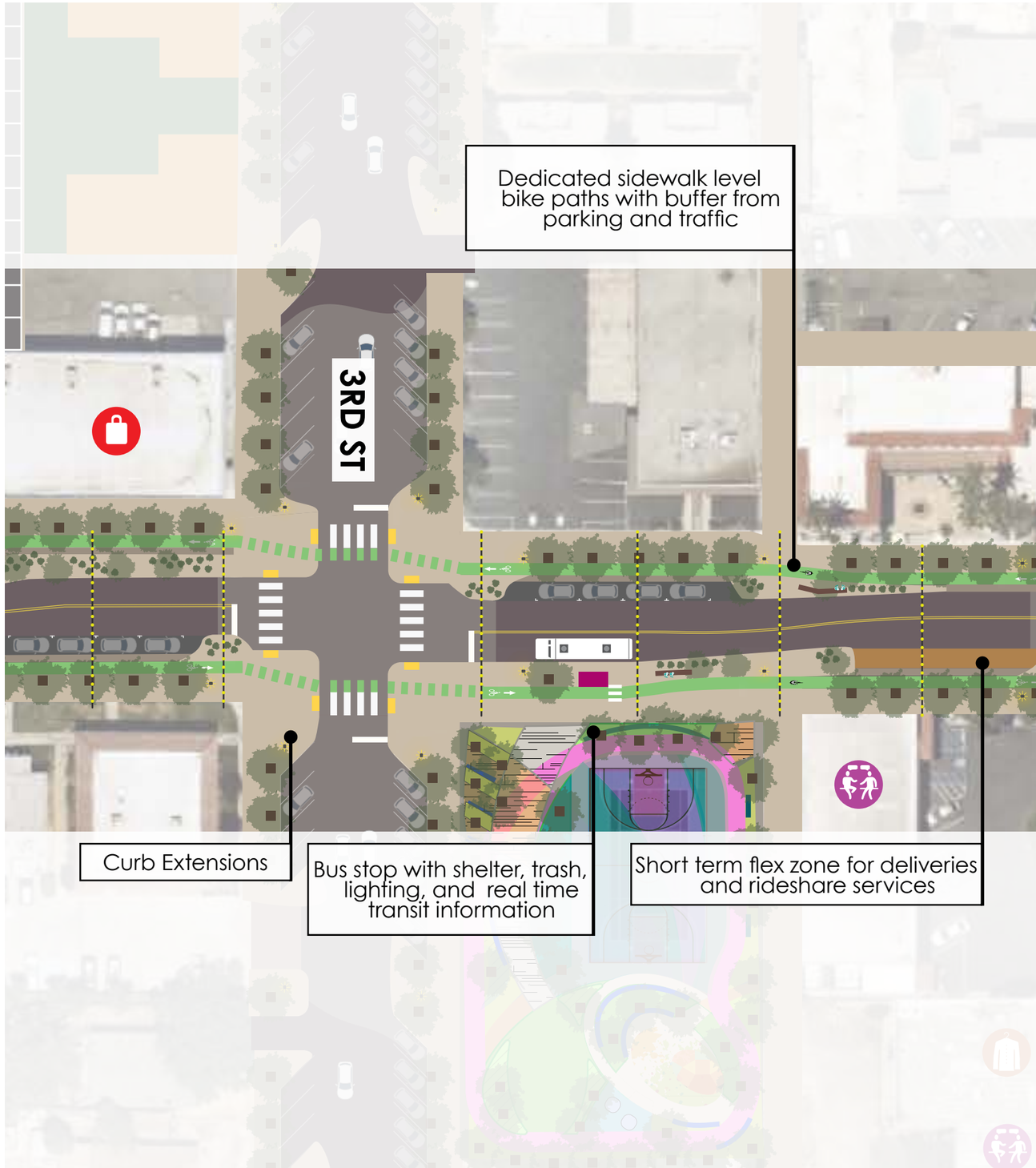
2

3

4

Ramsey Street Downtown Core

The existing wide, and variable width right-of-way, though constrained in some places, allows for the design of a Complete Street along Ramsey Street. The design of the Complete Street accommodates all users with safety and comfort as the top priorities. Travel lanes are 11 feet wide and are designed as a chicane that reduces speeds in the pedestrian-focused Downtown. With the chicane design, parking and short-term flex zones for drop off and deliveries alternate between the north to south side on each end of the blocks. Pedestrians can cross the street at intersections with curb extensions providing a shorter crossing for distance and tighter turning radius for vehicles. Sidewalks are wide, ranging from 10 to 18 feet with room amenities such as outdoor seating, and native, drought tolerant trees and plantings for shade and stormwater catchment. For bicyclists and micromobility users, a protected intersection at Ramsey Street and San Gorgonio Ave would facilitate safe travel through town. This design would benefit school children and parents traveling to the schools located approximately half a mile north and south of Downtown. The 5 foot one-way sidewalk-level cycletracks along Ramsey Street are an extension of the sidewalk with the recommended minimum 3-foot buffer from on-street parking. Pedestrian-scale street lights are located approximately every 100 feet and are supplemented by overhead string lights. Transit is accessed via bus stops approximately a quarter-mile apart at 3rd Street, 4th Street, and Banning Civic Center (both sides).

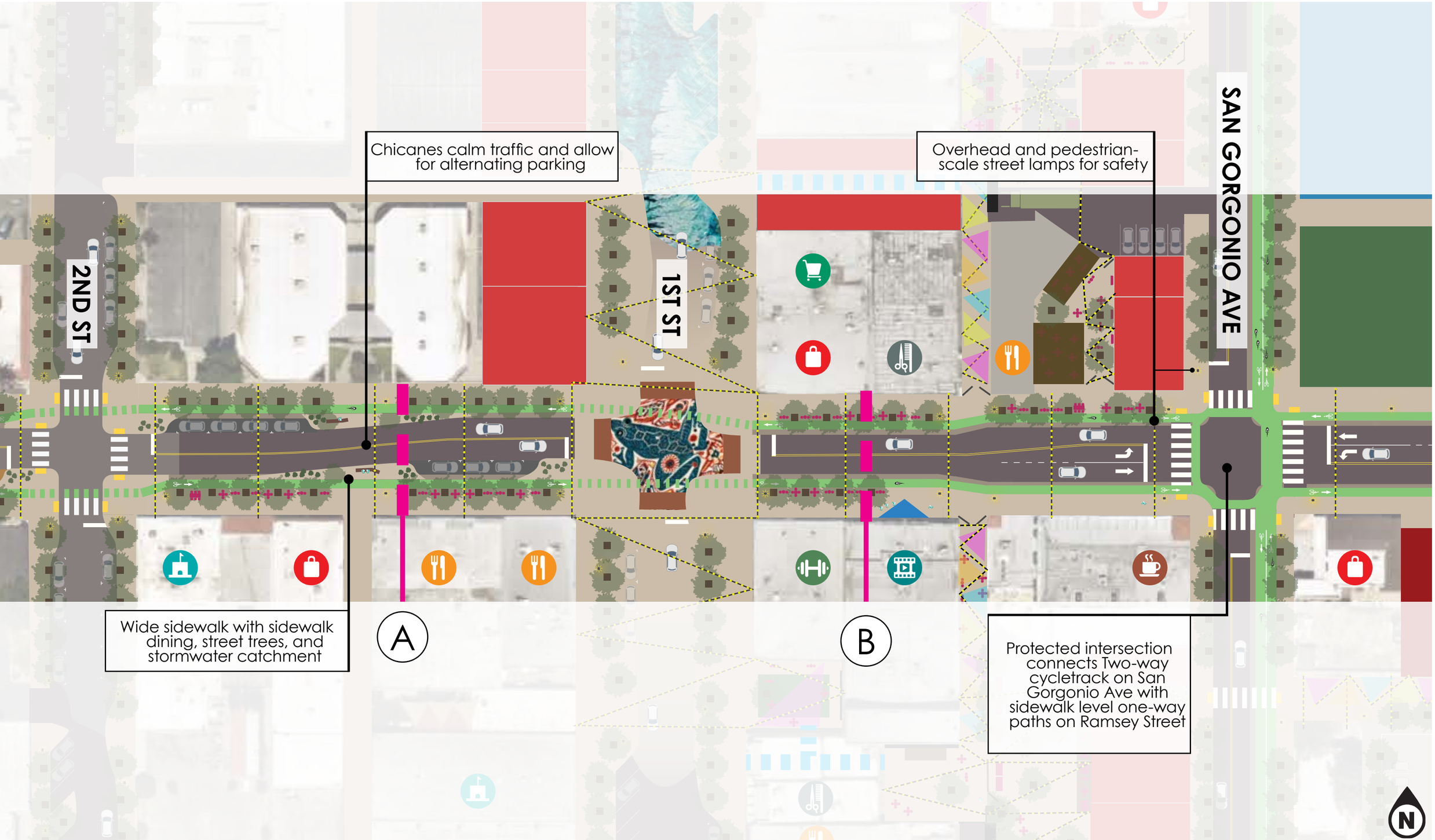


LEGEND

Mobility and Signage
- Sidewalk Level Class IV Cycle Track
- Class IV Two-way Cycle Track
- Class IIB Bike Lane
- Gateway Signs and Monuments
- Sidewalk/Pedestrian Areas
- Bus Stop
- Pedestrian Scale Street Lights
- Future Pedestrian Connections

Land Use and Parking
- Commercial/Retail
- Themed Attractor
- Small Scale Producitor/Creative Office
- Hotel
- Civic Center
- Residential
- Live-Work
- Multi-family Residential
- Parks/Open Space/Ped Connection
- Parking Structures
- Permeable Paver Surface Parking

Ramsey Street Downtown core between 1st and 4th Street


Chicanes calm traffic and allow for alternating parking
Overhead and pedestrian-scale street lamps for safety
2ND ST
1ST ST
SAN GORGONIO AVE
Wide sidewalk with sidewalk dining, street trees, and stormwater catchment
A
B
Protected intersection connects Two-way cycletrack on San Gorgonio Ave with sidewalk level one-way paths on Ramsey Street
N



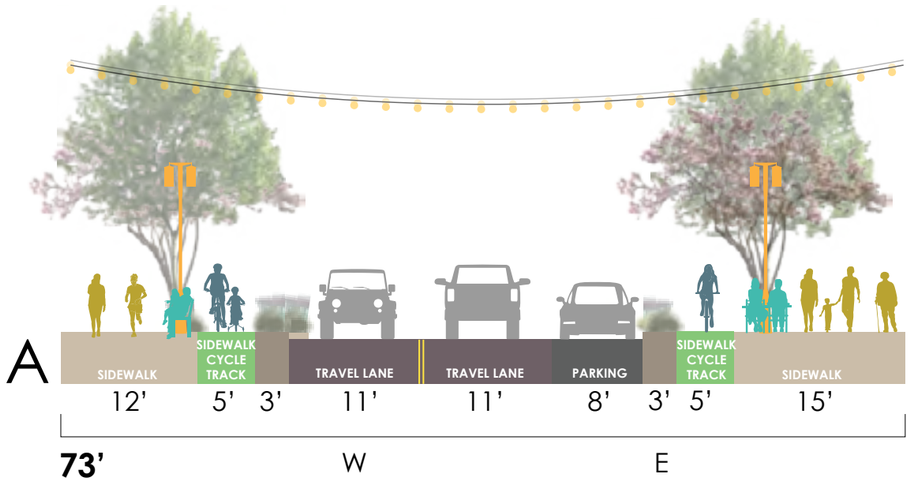




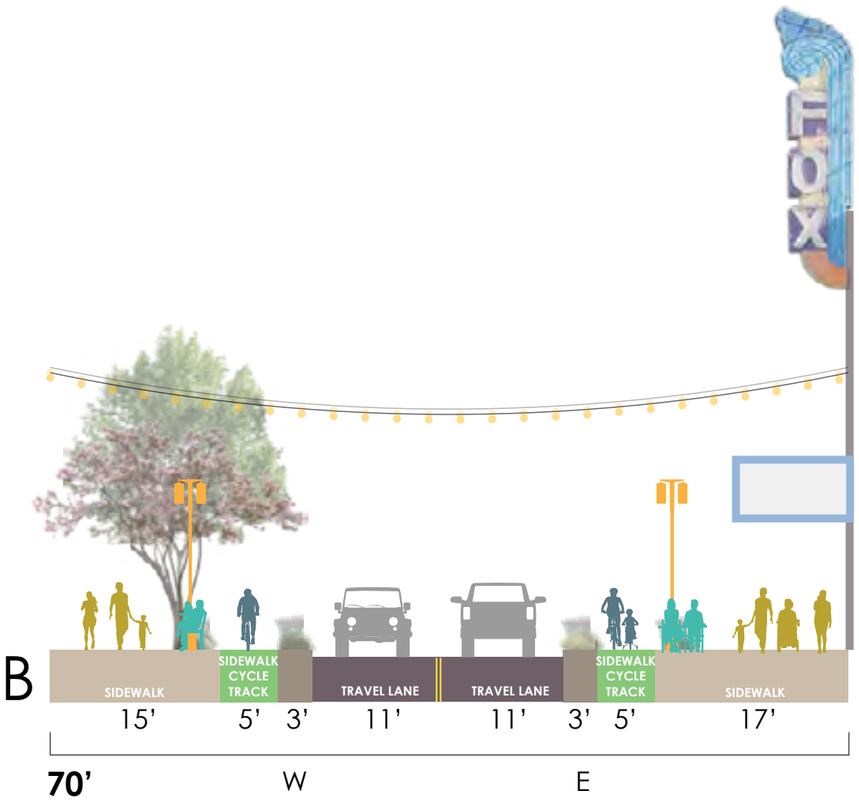




Precedent images for Ramsey Downtown core



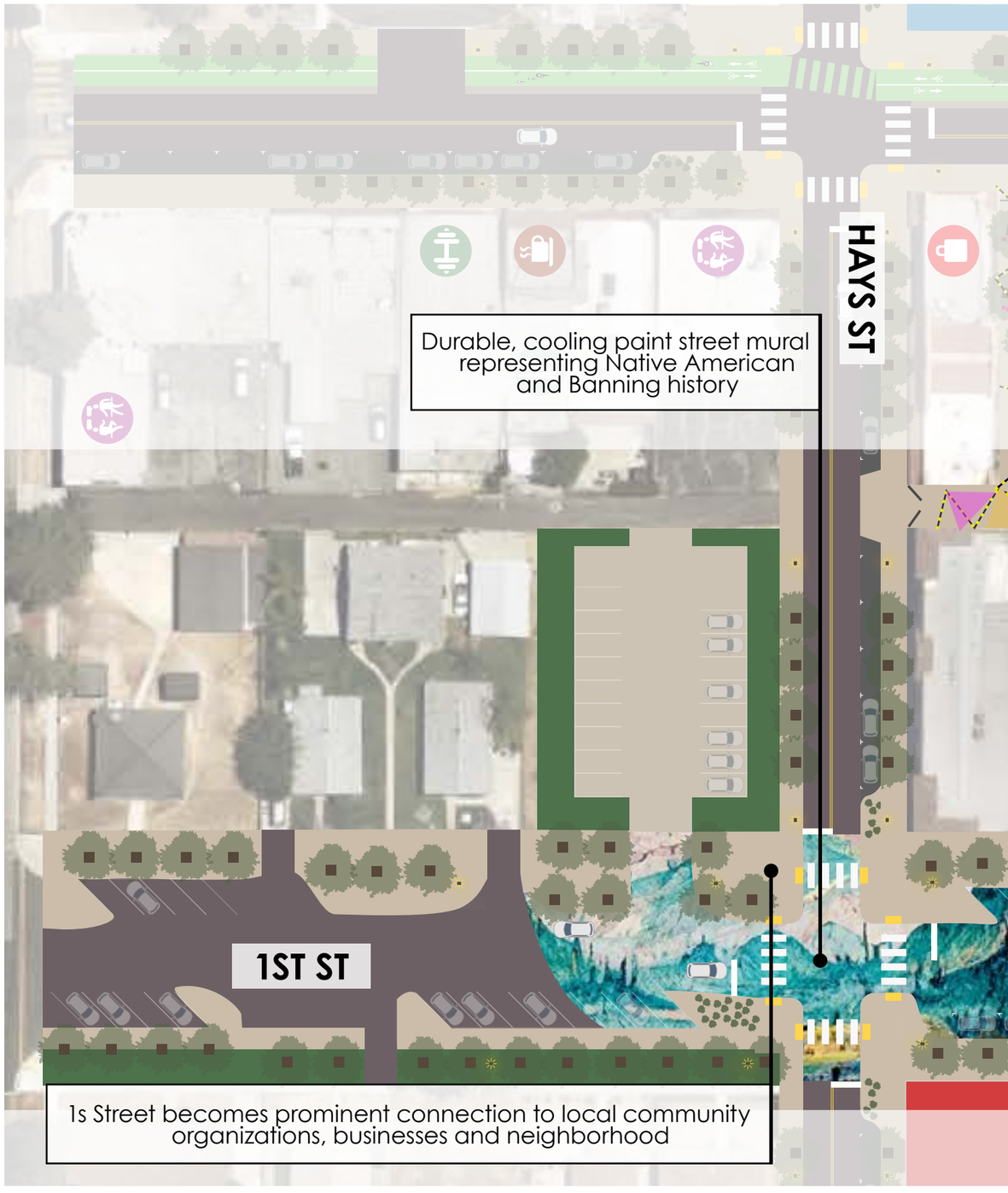
Ramsey Street complete street with chicane travel lanes, parking, raised cycle tracks, and wide sidewalks



Ramsey Street by Fox Theater

1st Street

1st Street is the heart of the Downtown and connects historic and cultural locations north and south of town. Pedestrians are again the focus, with the street design signaling this to drivers via the raised curbless intersection of 1st and Ramsey. This elevated feature transitions back to street grade midblock north and south of Ramsey. It also transitions on the north side to the expansive, Native American/Historic-themed street mural leading to the Dorothy Ramon Learning Center and Garden.

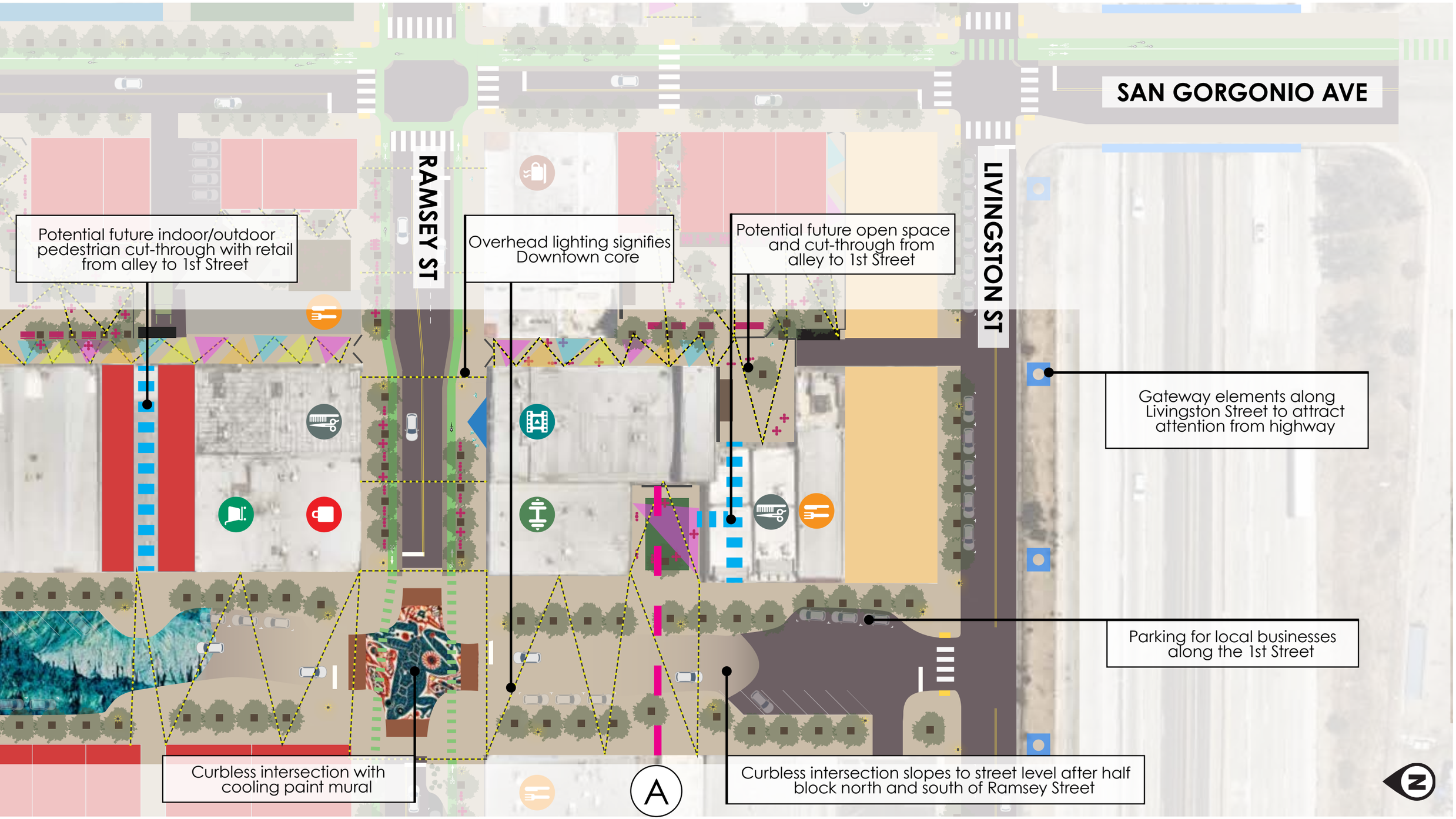


LEGEND

Mobility and Signage
- Sidewalk Level Class IV Cycle Track
- Class IV Two-way Cycle Track
- Class IIB Bike Lane
- Gateway Signs and Monuments
- Sidewalk/Pedestrian Areas
- Bus Stop
- Pedestrian Scale Street Lights
- Future Pedestrian Connections

Land Use and Parking
- Commercial/Retail
- Themed Attractor
- Small Scale Production/Creative Office
- Hotel
- Civic Center
- Residential
- Live-Work
- Multi-family Residential
- Parks/Open Space/Ped Connection
- Parking Structures
- Permeable Paver Surface Parking

Plan view for shared, slow, pedestrian-oriented 1st Street


SAN GORGONIO AVE
RAMSEY ST
LIVINGSTON ST
Potential future indoor/outdoor pedestrian cut-through with retail from alley to 1st Street
Overhead lighting signifies Downtown core
Potential future open space and cut-through from alley to 1st Street
Gateway elements along Livingston Street to attract attention from highway
Parking for local businesses along the 1st Street
Curbless intersection with cooling paint mural
Curbless intersection slopes to street level after half block north and south of Ramsey Street
A

1st Street

The slow, shared street enabled by the design elements such as permeable pavers, plantings, and pedestrian-scale lighting creates space for people such as street festivals and opens the possibility to expand the public realm as infill park and seating spaces with shade and stormwater infrastructure.



100’ S N **50’**

Section of 1st Street with potential expansion of open space behind Fox Theater











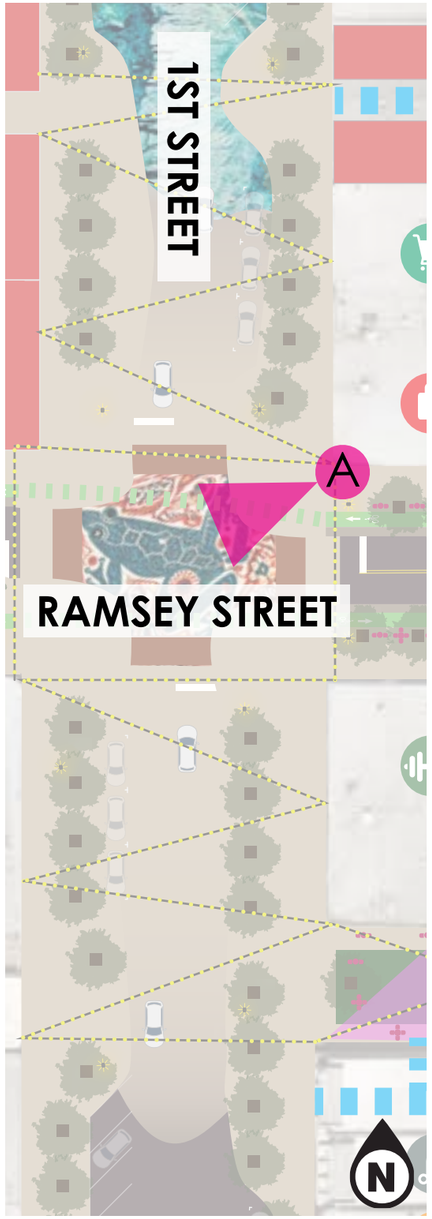




Precedent images for shared, slow, pedestrian oriented 1st street



Existing 1st Street and Ramsey Street





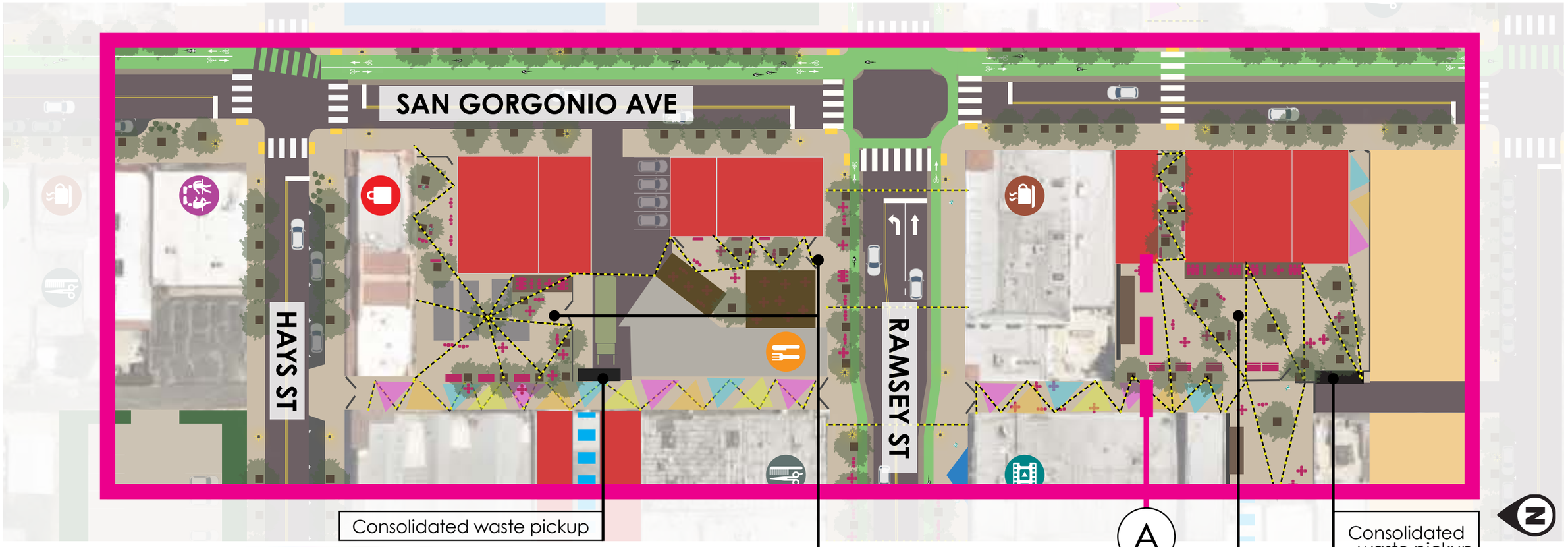
A

Photo simulation of Slow-Shared 1st Street and Ramsey Street with chicane travel lanes and sidewalk level bike lanes

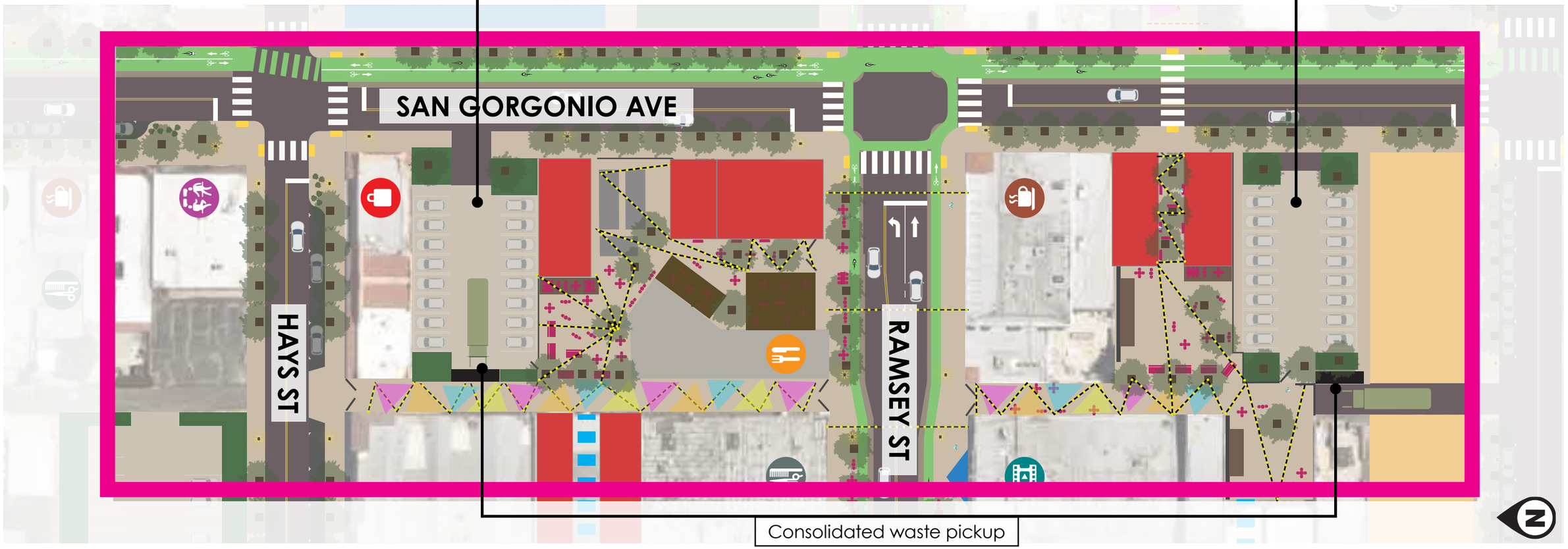
Alleys and Courtyards

Alleys and courtyards create a network of pedestrian connections in the heart of Downtown. These public gathering and connective spaces would be controlled with gates that are locked in the evening to prevent vandalism. Shade for users to relax would be provided by new trees and artistic, colorful elements. Lighting would also make the spaces feel safe with string lights and pedestrian-scale street lamps. Stormwater catchment would be collected via plantings in alleys and courtyards as part of the larger green infrastructure network. Courtyards are designed so that they could be built first and have commercial development along San Gorgonio fill in over time. An alternative design is also presented with permeable surface parking lots on the north and south ends of the blocks. Both or either of these lots could be built to provide public parking for Downtown, and could be filled in with commercial development and expanded courtyards as needed. The designs in all cases allow for access of consolidated waste collection via north-south alleys, or mid block from San Gorgonio. Future connections through the parcels midblock between the courtyards and 1st Street could also facilitate more pedestrian movement through town and provide unique retail experiences along these indoor/outdoor arcades.

Full courtyards and alleys on blocks north and south of Ramsey Street



Alternative with permeable surface parking lots that could be filled with courtyards and commercial development















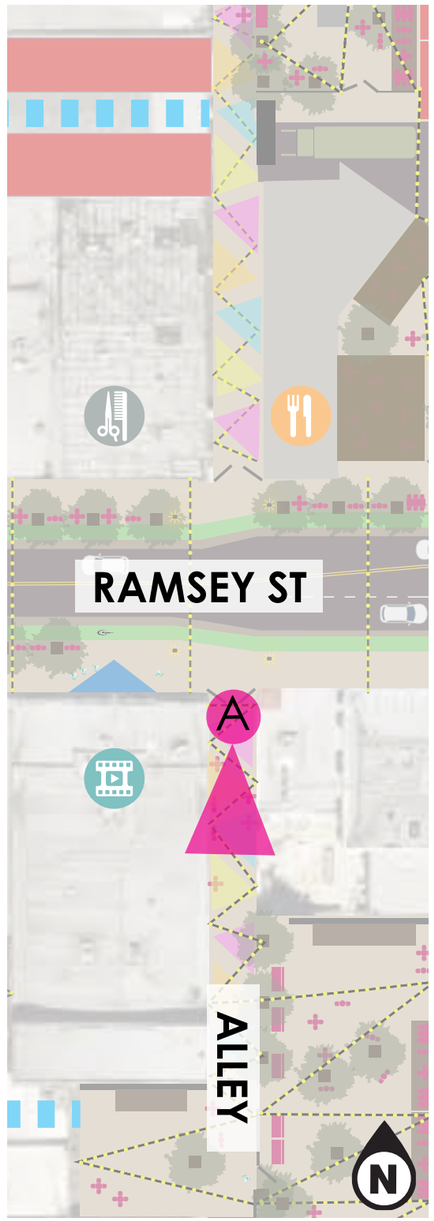
Precedent images for alleys and courtyards



Section for Alley/Courtyard next to Fox Theater



Existing Alley next to Fox Theater



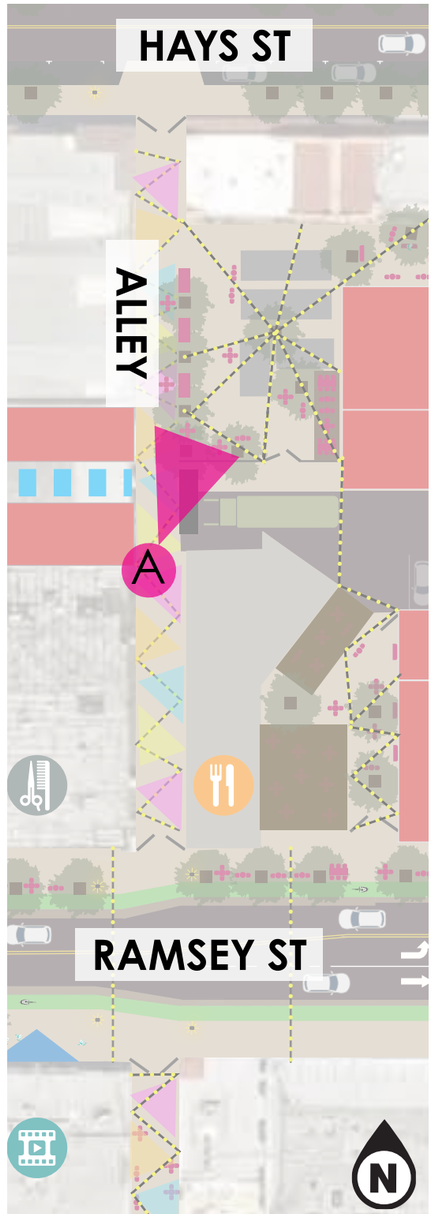
A



Photo simulation of Alley next to Fox Theater with seating, shade and lighting



Existing Alley and parking lot north of Ramsey Street next to Dulceria



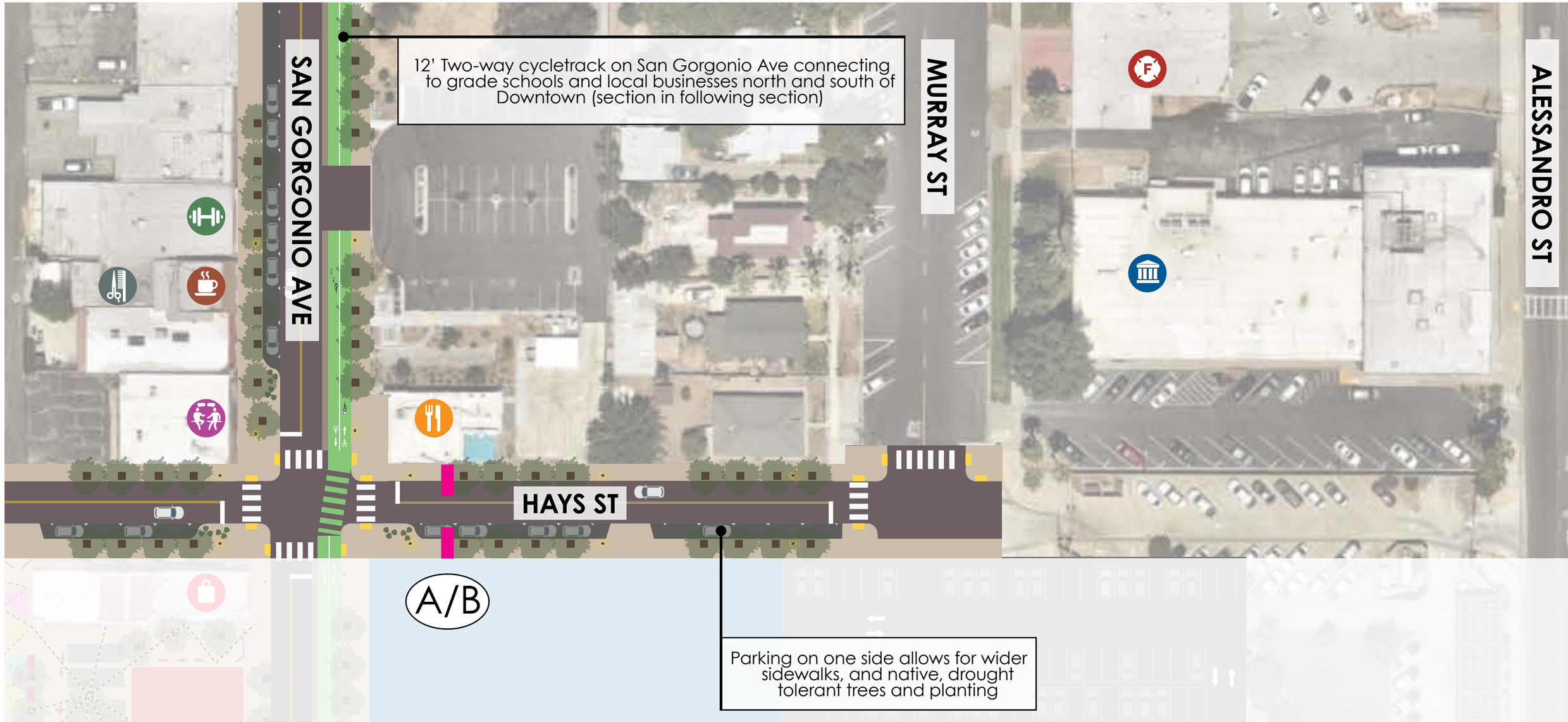


A

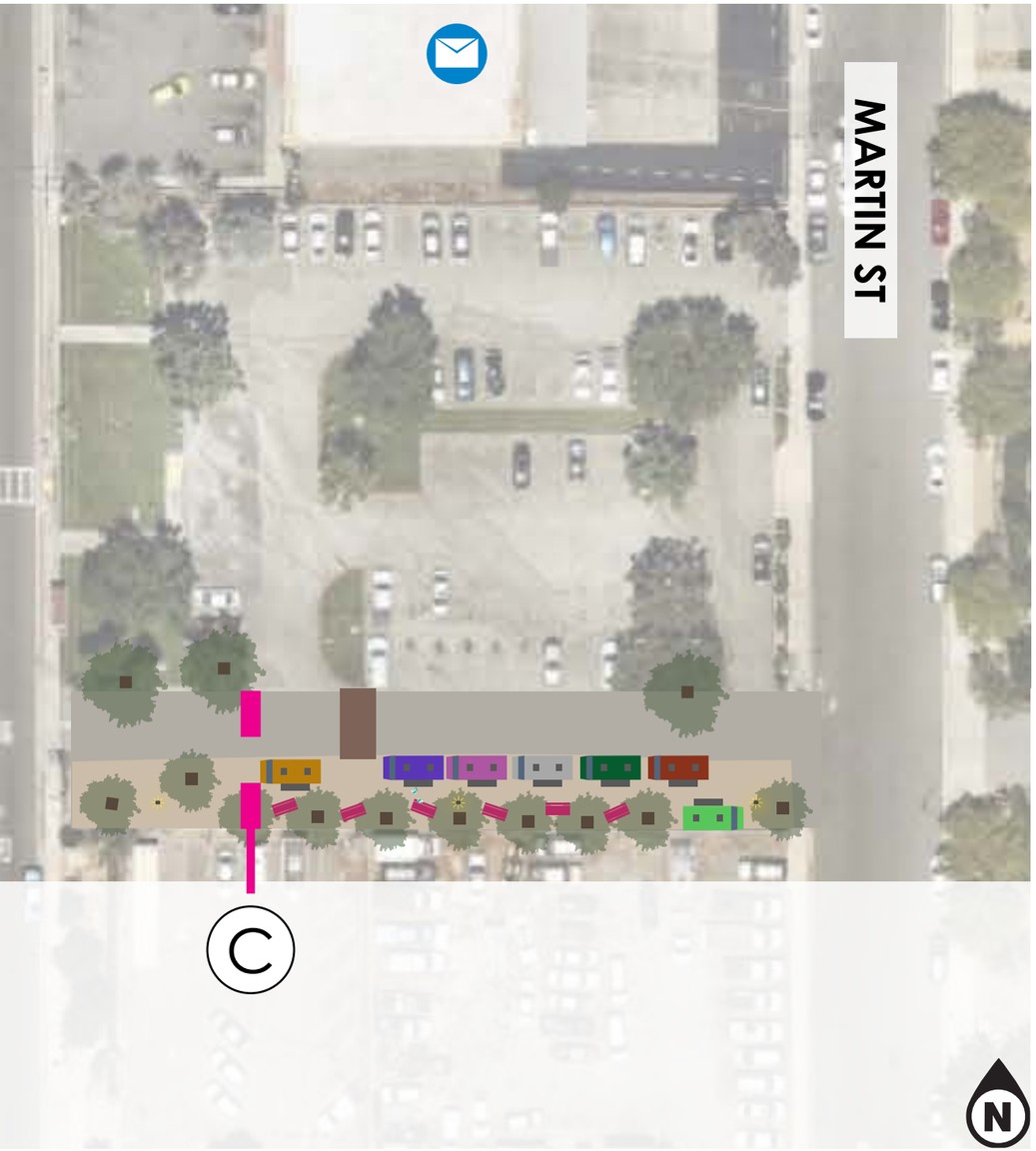
Photo simulation of Alley and Courtyard north of Ramsey Street next to Dulceria

Hays Street & Post Office Linear Park

Hays Street is the northern boundary of the study area and is where the residential neighborhood to the north transitions to Downtown. There are two alternative designs for Hays Street that show how different amounts of parking affect the width of sidewalks and ability to have street trees. The one represented in the diagram below includes parking along one side, which allows for 10 foot sidewalks and trees on both sides. The other section showing parking on both sides only has 6 foot sidewalks and no street trees and is essentially the existing condition. To the east on the other side of the police station is another new section of Hays Street that reclaims the street from the parking lot of the post office. This pedestrian-oriented street could be designed to accommodate food vendors serving employees and visitors to the Civic Center, Police Station, and Post Office. It could also serve Downtown more broadly on Festival Nights when Ramsey Street is closed to traffic.



Hays Street and linear park in Post Office parking lot



LEGEND

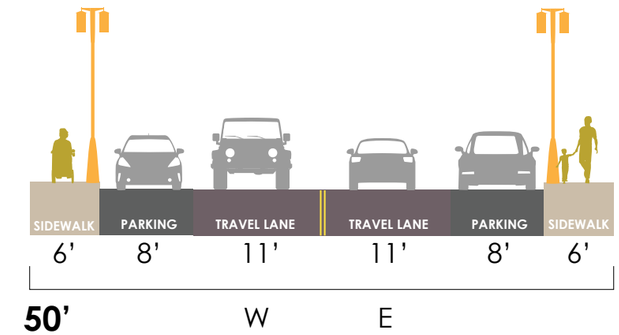
Mobility and Signage

- Sidewalk Level Class IV Cycle Track
- Class IV Two-way Cycle Track
- Class IIB Bike Lane
- Gateway Signs and Monuments
- Sidewalk/Pedestrian Areas
- Bus Stop
- Pedestrian Scale Street Lights
- Future Pedestrian Connections

A

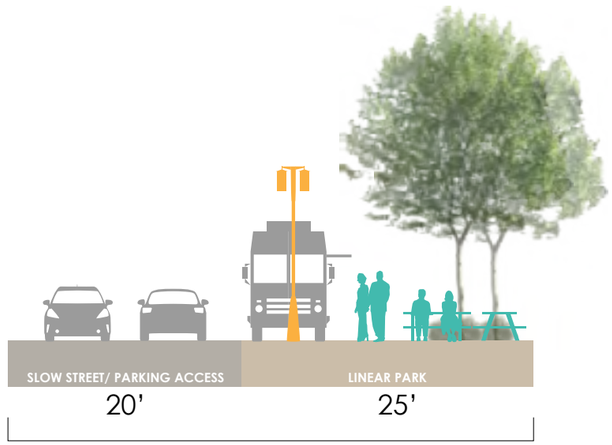


B



Typical sections for Hays Street showing one-or two-sided parking

C



45’ W E

Linear park in Post Office parking lot

Civic Center Expansion & San Gorgonio Ave

The phased expansion concept for the Civic Center includes new expanded Civic Center facilities that would front directly up to Ramsey Street and better engage the intersection, new civic core park, and a widened Ramsey promenade. Enhanced architectural features on the new Civic Center building would provide visual cues framing the Downtown core and act as a gateway. Behind the new Civic Center, a new structured district parking garage would serve the Civic Center parking needs and be a district parking resource allowing the public to park and walk to the Downtown core via a network of pedestrian paths and promenades.

P1 **Phase 1:**

New City Hall expansion building to be located within current parking lot

New Civic Area: 23,214 SF

P2 **Phase 2:**

Demolish existing City Hall

P3 **Phase 3:**

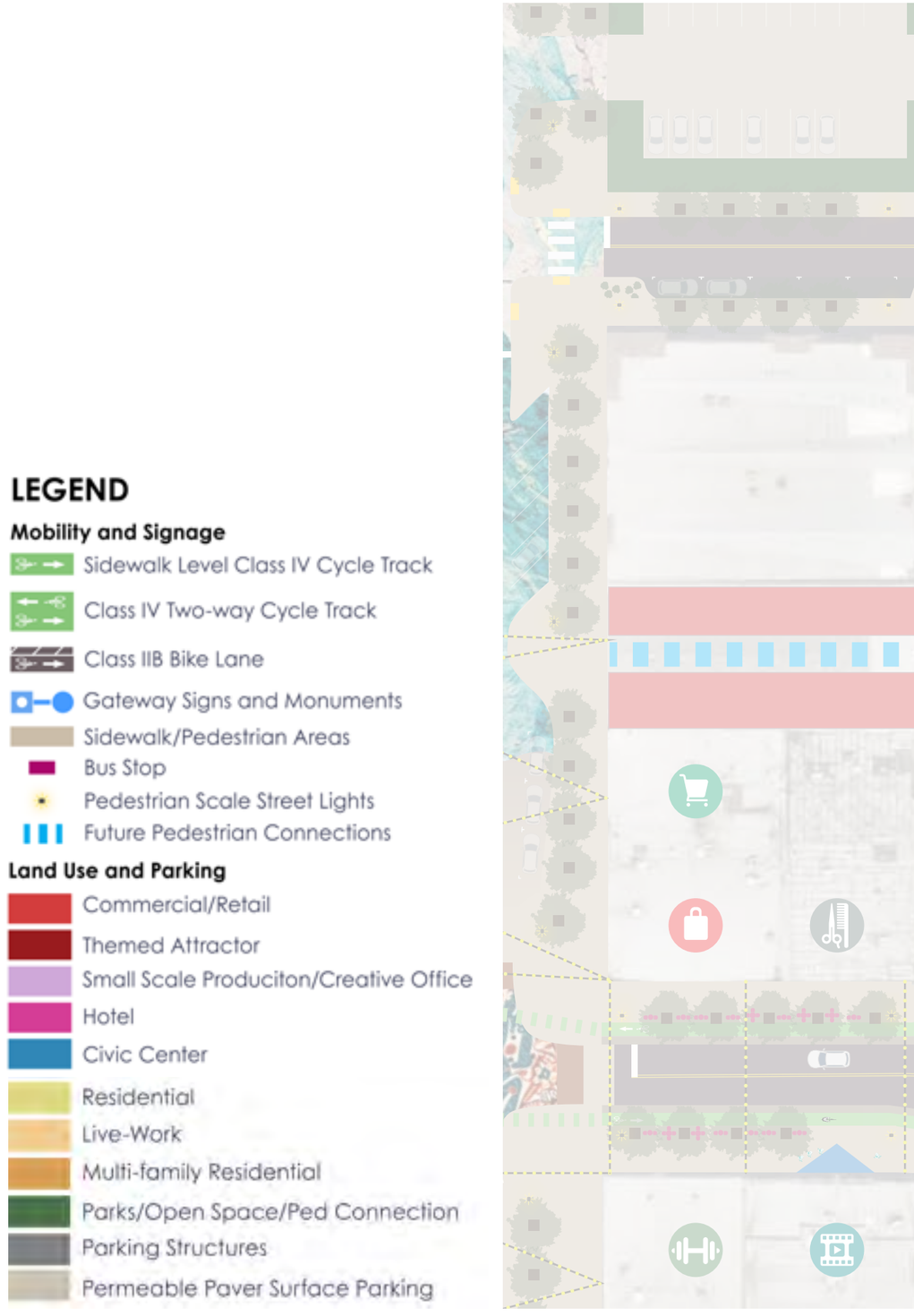
New City Hall expansion building, located facing Ramsey Street.

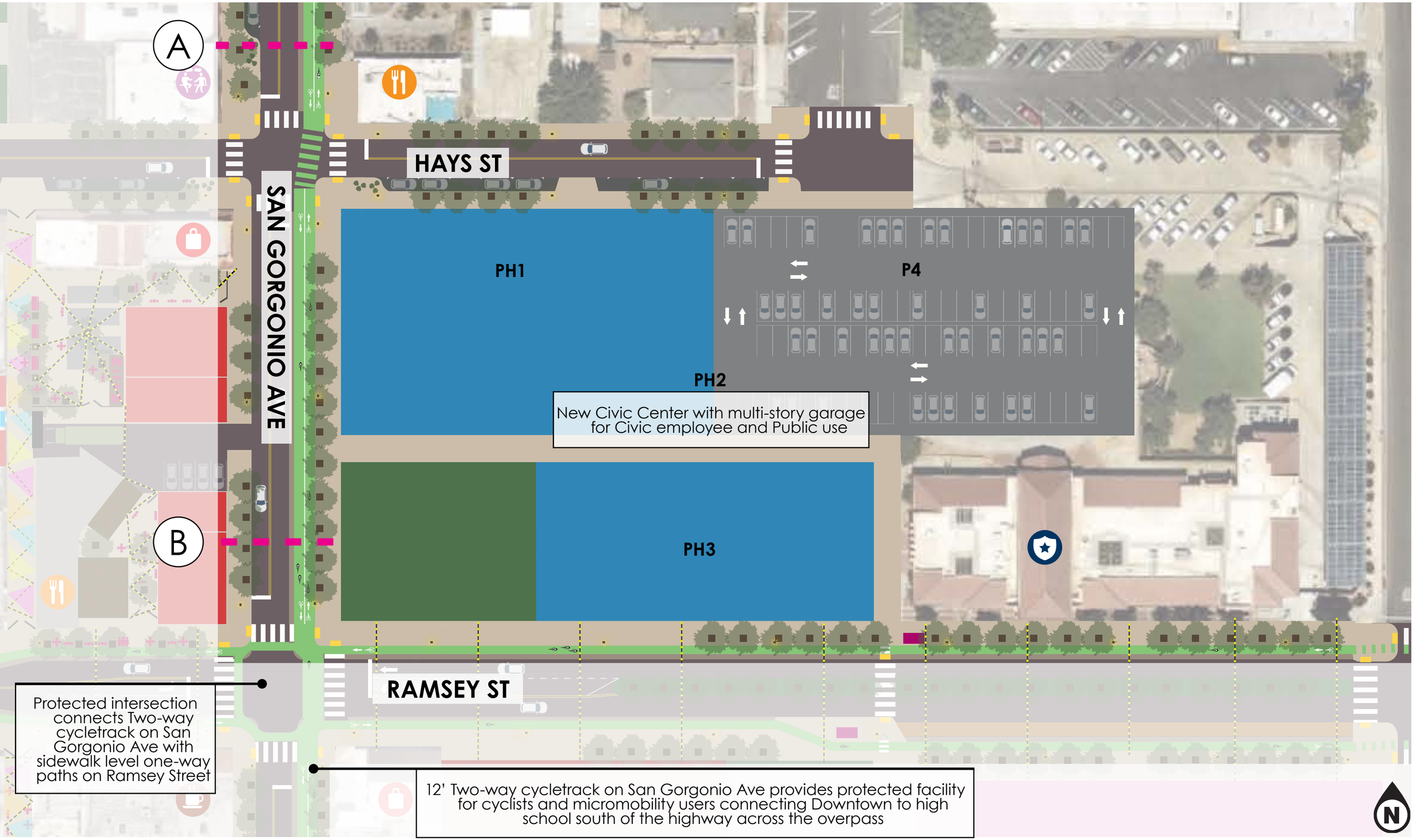
- **New Civic Area: 18,920 SF**

P4 **Phase 4:**

New structured parking garage to replace former City Hall site on back site, located facing Hays Street.

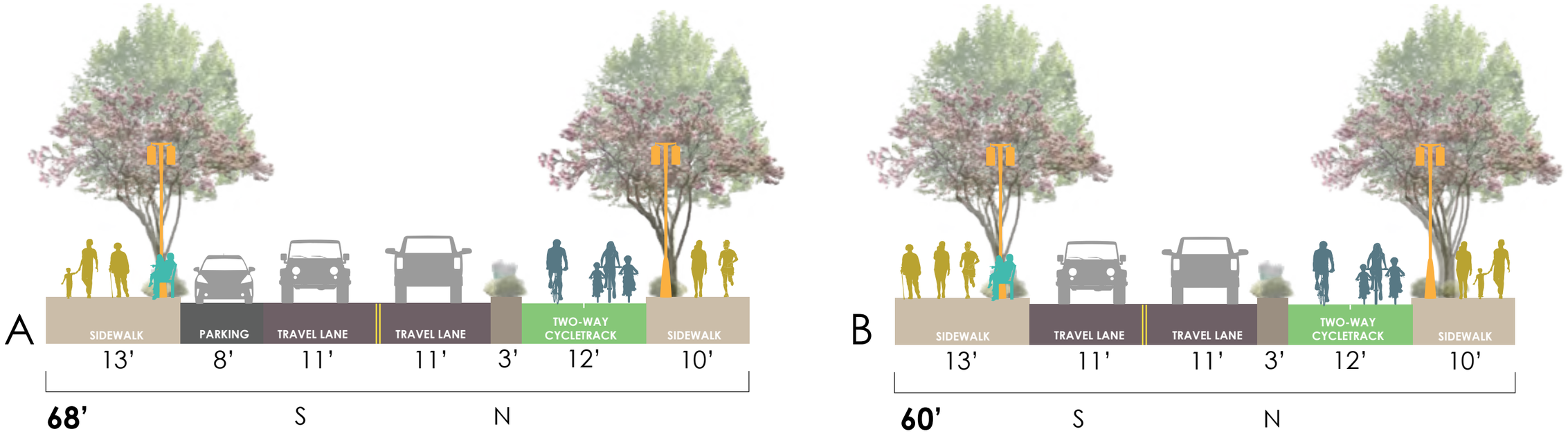
- Parking Area: 31,524 SF
- Parking Spaces Per Floor: 96
- Floors: 2
- **Total Parking Spaces: 192**





Plan view of Civic Center expansion and San Gorgonio Ave Complete Street enhancements

San Gorgonio Ave



Sections for San Gorgonio Ave with 12' two-way cycletrack. North of Ramsey Street has parking on west side









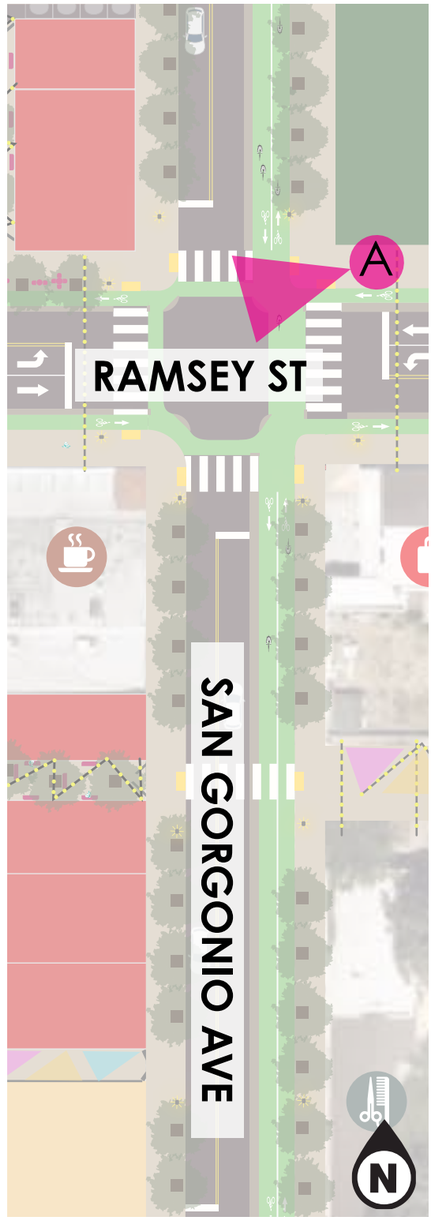




Precedent images for Civic Center expansion and San Gorgonio Ave complete street enhancements



Existing Ramsey Street and San Gorgonio Ave intersection





A

Photo simulation of Ramsey Street and San Gorgonio Ave with protected intersection and cycletracks

East Ramsey Street & South East Lot

Ramsey Street through this section of Downtown would have a planted median with trees to signal a transition into the Downtown starting at the new gateway across Ramsey at Martin Street. Bus stops would allow transit riders to access Downtown via the stops on either side of Ramsey Street near the Civic Center. The lot to the south east of this intersection of Ramsey Street and San Gorgonio Ave would be a Downtown activity anchor for all types of users. New residential opportunities, in the form of apartments and live-work studios, would be located at the eastern edge near the new gateway at Martin Street. In the middle of the block would be a two-story parking structure accessed from Livingston serving the new hotel, conference center, and potentially provide public parking Downtown. The historic San Gorgonio Inn sign could be located near the hotel where it stood and be part of a larger wayfinding program in town. A new themed attractor, commercial development and active entertainment parks would be located on the western third of the lot between the oldest buildings in town and the new hotel. These attractor areas would provide entertainment for both local residents and visitors passing through or staying at the new hotel. The active entertainment park would be a continuation of the Civic Park to the north and could include large event lawn, play areas, shade, etc. Additional parking with permeable-surface would provide parking to these areas and be a collection point of stormwater contributing to the larger green infrastructure system in town.

H1 Hotel/Conference Center:

- Hotel Area: 24,894 SF
- Conference Area: 5,000 SF
- Rooms Per Floor: 41
- Floors: 4
- **Total Rooms: 123**

R1 Residential:

- Area: 15.398 SF
- Units Per Floor: 16
- Floors: 3
- **Total Resi Units: 48**

R2 Residential:

- Residential Area: 740 SF
- Floors: 2
- Total Residential Units: 20
- Parking Under Unit

P1 Parking Garage:

- Parking Area: 25,573 SF
- Parking Spaces Per Floor: 78
- Floors: 2
- **Total Parking Spaces: 156**

P2 Surface Parking Lot for Residential on East Side:

- Parking Area: 12,376 SF
- **Total Parking Spaces: 48**

P3 Surface Parking Lot for Themed Attractors West Side:

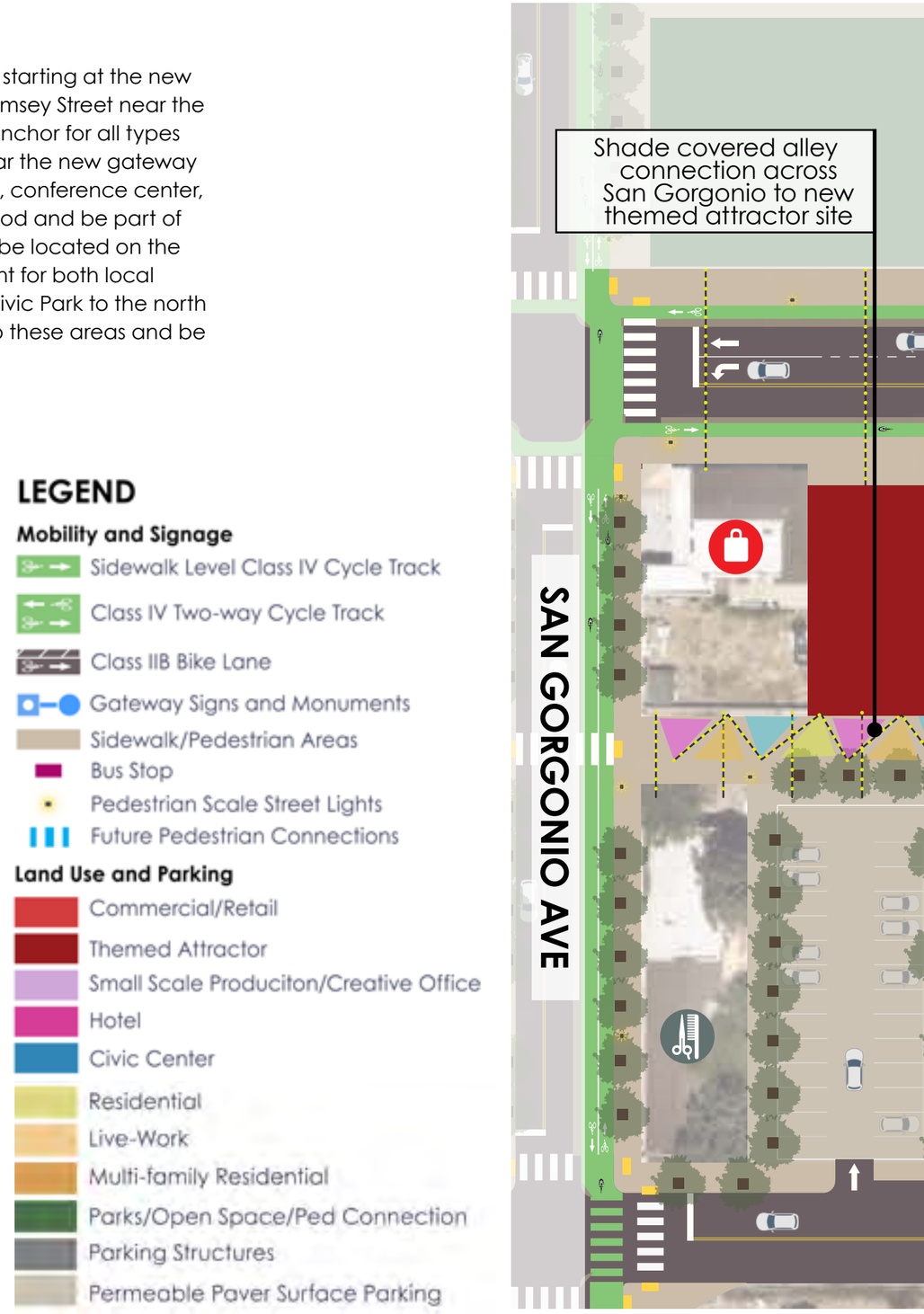
- Parking Area: 14,375 SF
- **Total Parking Spaces: 48**

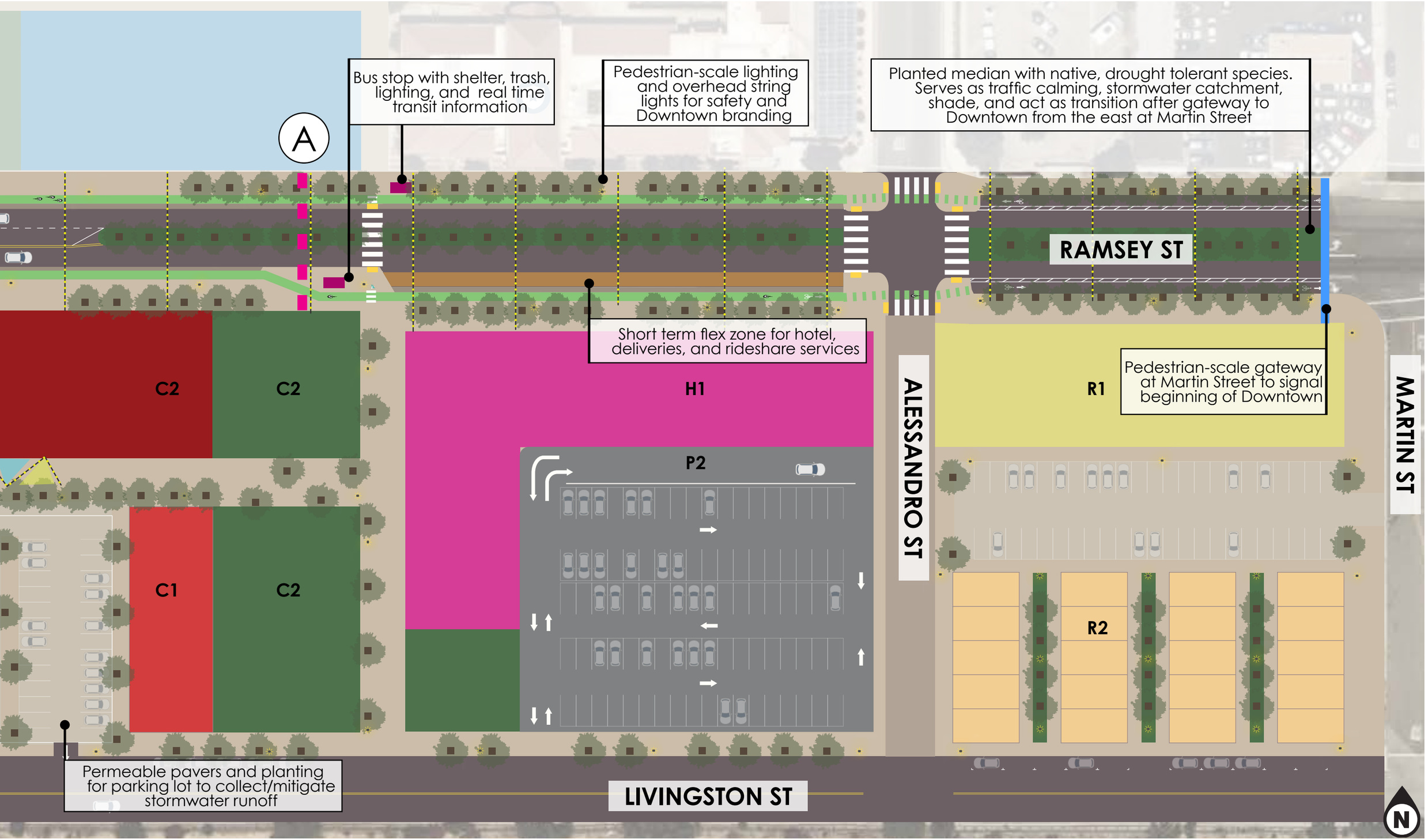
C1 In-fill Commercial:

- **Retail Area: 6,476 SF**

C2 Themed Attractor/Park:

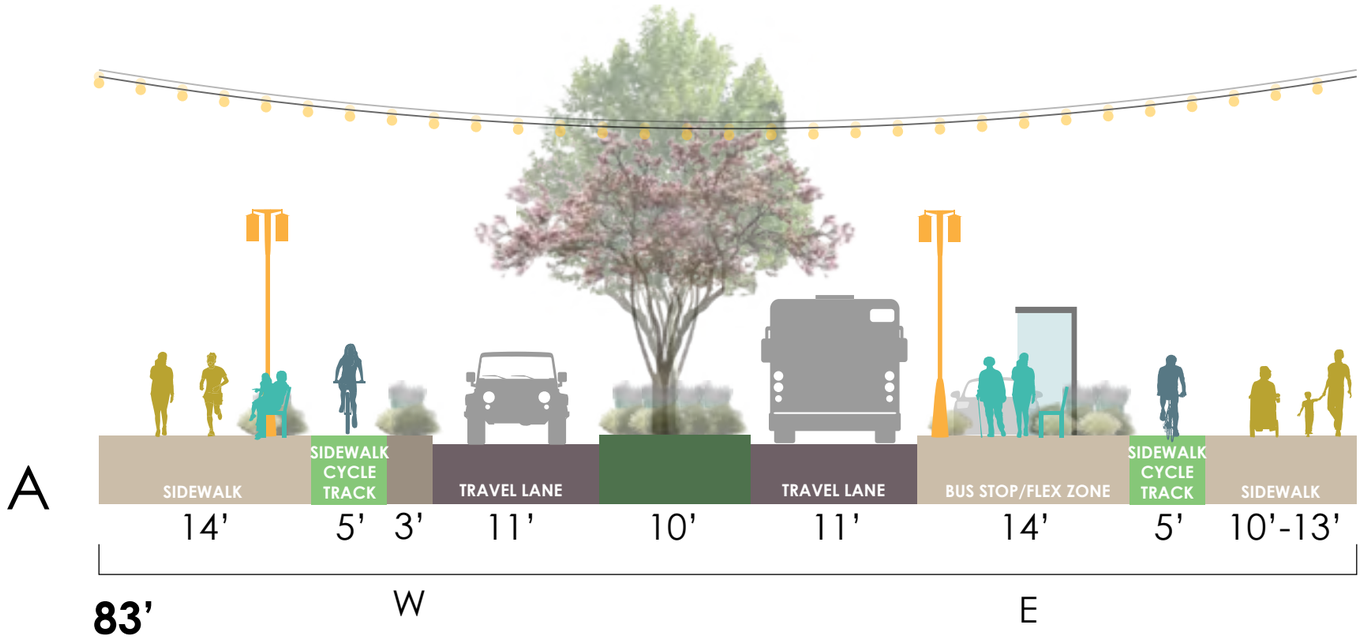
- **Retail Area: 15,404 SF**
- **Park Area: 17,934 SF**





Plan view of East Ramsey Street along South East Lot with hotel/parking garage, themed attractor, open spaces, and housing in the form of apartments and live-work studios

East Ramsey Street



Section of east Ramsey Street with planted median and bus stop

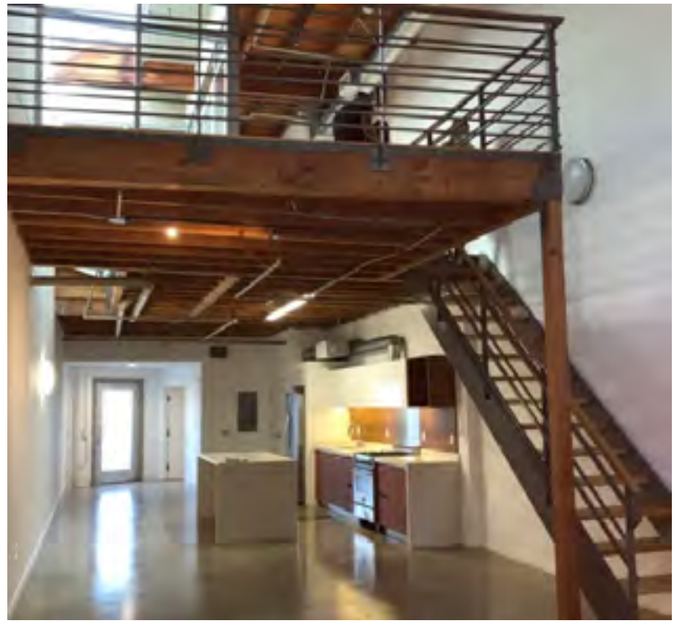








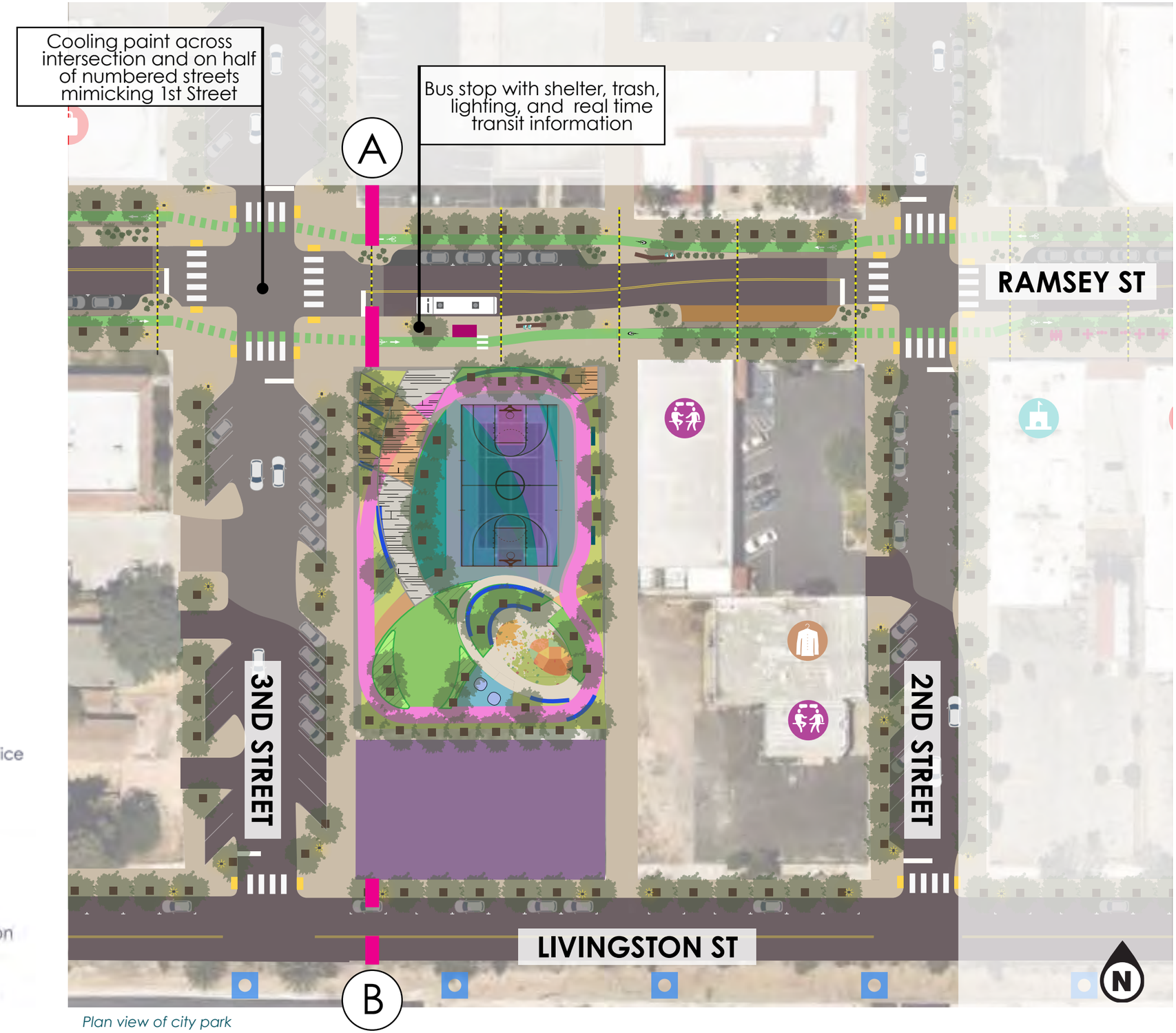




Precedent images for east Ramsey Street and South East Lot

City Park

The .66-acre vacant lot at 3rd St and Ramsey is a unique opportunity to provide a more actively programmed Downtown park space that could serve children using the adjacent Boys and Girls club as well as local residents seeking recreational opportunities within downtown. Ball courts and open spaces for sports, vending kiosks, exercise equipment, and other active recreation uses could be provided in the park.



LEGEND

Mobility and Signage

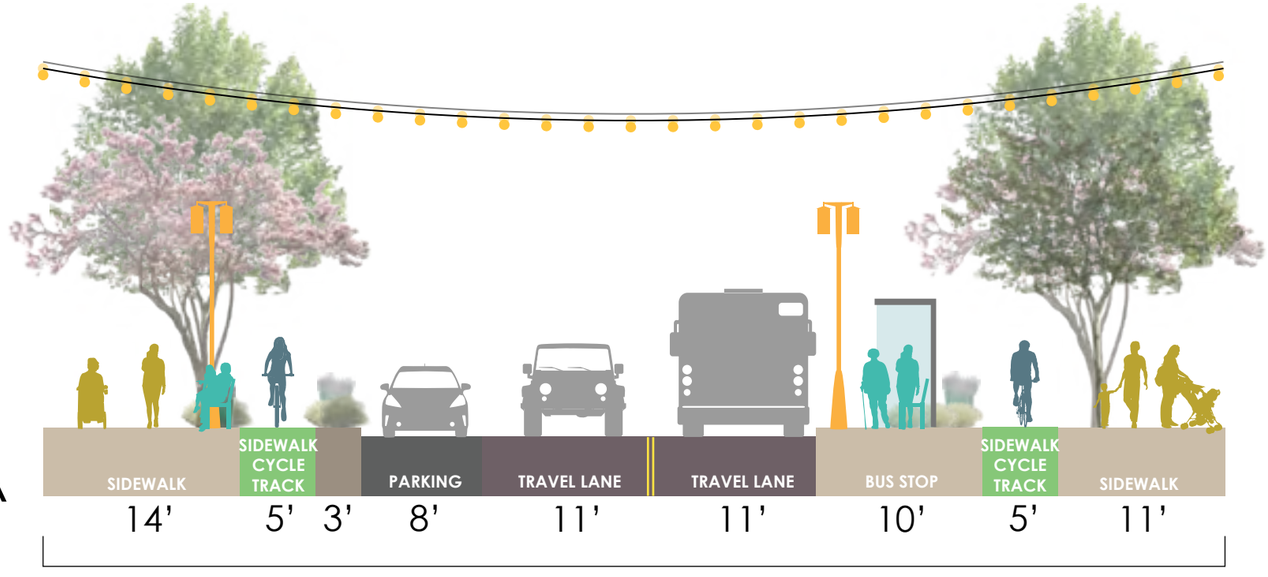
- Sidewalk Level Class IV Cycle Track
- Class IV Two-way Cycle Track
- Class IIB Bike Lane
- Gateway Signs and Monuments
- Sidewalk/Pedestrian Areas
- Bus Stop
- Pedestrian Scale Street Lights
- Future Pedestrian Connections

Land Use and Parking

- Commercial/Retail
- Themed Attractor
- Small Scale Produciton/Creative Office
- Hotel
- Civic Center
- Residential
- Live-Work
- Multi-family Residential
- Parks/Open Space/Ped Connection
- Parking Structures
- Permeable Paver Surface Parking

Plan view of city park

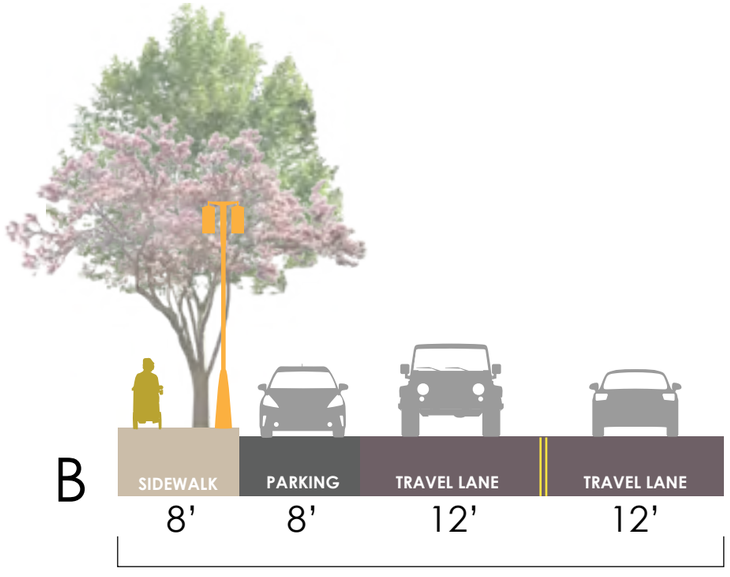
A



78’ W E

Ramsey Street in front of city park with bus stop

B



40’ W E

Livingston Street with one lane of parking and wider sidewalk with trees







Precedent images for city park

Neighborhood Shopping Center & Gateway

The final concept has a new shopping center and retail infill for the 2.4-acre County Services property at the southwest corner of 4th St and Ramsey. The existing County Services building would be repurposed to a roughly 27,000 SF grocery store. Surrounding infill retail would further replace the large existing parking lot, with opportunities to add new retail businesses along Ramsey, including a potential location for the proposed laundromat development. Residential and small creative industrial spaces would round out the land uses along 4th Street and Livingston Street.

C1
- **Existing County Services Building**
- **Converted to New Grocery Store:**
- Commercial Area: 27,000 SF
- Surface Parking Spaces: 63

C2
- **In-fill Commercial:**
- Area: 5,540 SF

C3
- **In-fill Commercial:**
- Area: 5,500 SF

C4
- **In-fill Commercial:**
- Area: 7,300 SF

P1 Surface Parking Lot #1:
- Permeable Surface for stormwater catchment
- Parking Area: 5,184 SF
- **Parking Spaces: 32**

P2 Surface Parking Lot #2:
- Parking Area: 3,770 SF
- Parking Spaces: 11
- Additional permit parking on N 4th Street

MF1 Multi-family Residential #1 (4-plexes):
- Area: 3,900 SF/Building
- Units Per Floor: 2
- Floors Per Building: 2
- 4-plex Buildings: 4
- **Total Units: 16**
- Parking: 4 bay garage/building

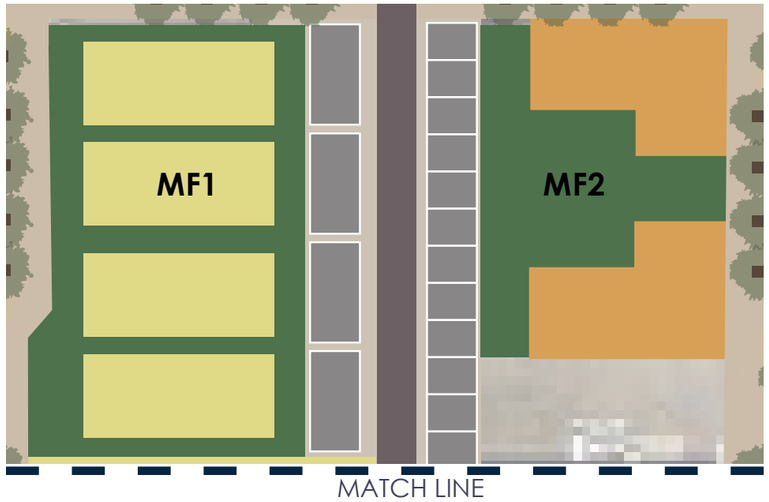
MF2 Multi-family Residential #2:
- Area: 9,742 SF
- Units Per Floor: 10
- Floors: 2
- **Total Residential Units: 20**
- Parking: Garages on Site

MF3 Multi-family Residential #3:
- Area: 6,600 SF
- Units Per Floor: 7
- Floors: 2
- **Total Units: 14**

MF4 Multi-family Residential #4:
- Area: 5,850 SF
- Units Per Floor: 9
- Floors: 2
- **Total Units: 18**

MXR1 Mixed-use Residential #1:
- Ground Floor Retail Area: 7,607 SF
- Ground Floor Residential Area: 7,171 SF
- Ground Floor Residential Units: 7
- Upper Floor Residential Area: 14,750 SF
- Upper Floor Residential Units: 15
- Total Floors: Ground Floor +2
- **Total Residential Units: 37**

MXR2 Mixed-use Residential #2:
- Ground Floor Retail Area: 3,471 SF
- Upper Floor Residential Area: 6,930 SF
- Residential Units Per Floor: 7
- Total Floors: Ground Floor +1
- **Total Residential Units: 11**

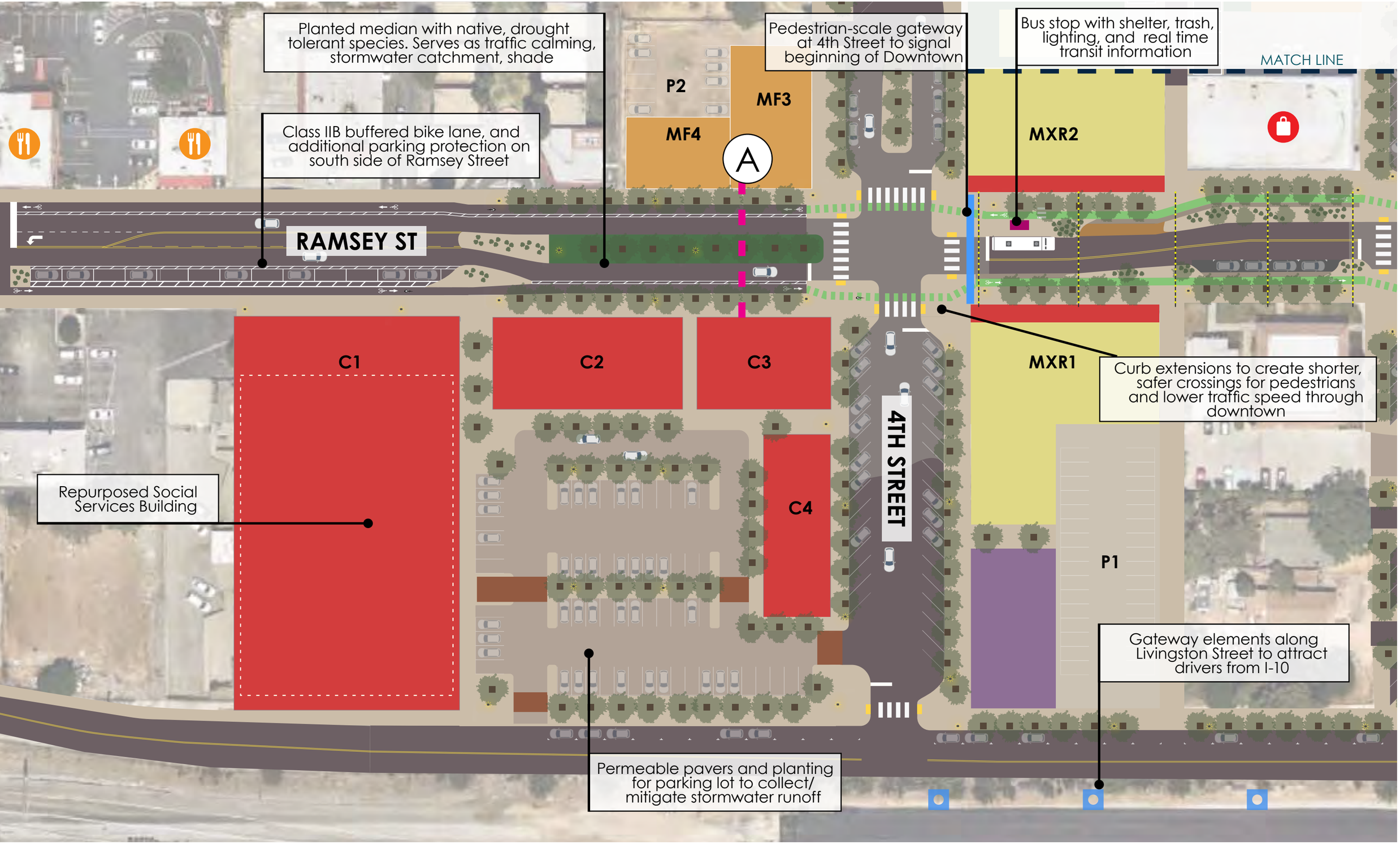


LEGEND

Mobility and Signage
- Sidewalk Level Class IV Cycle Track
- Class IV Two-way Cycle Track
- Class IIB Bike Lane
- Gateway Signs and Monuments
- Sidewalk/Pedestrian Areas
- Bus Stop
- Pedestrian Scale Street Lights
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Land Use and Parking
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- Small Scale Produciton/Creative Office
- Hotel
- Civic Center
- Residential
- Live-Work
- Multi-family Residential
- Parks/Open Space/Ped Connection
- Parking Structures
- Permeable Paver Surface Parking





Plan view of neighborhood grocery store and adjacent mix of residential and commercial uses







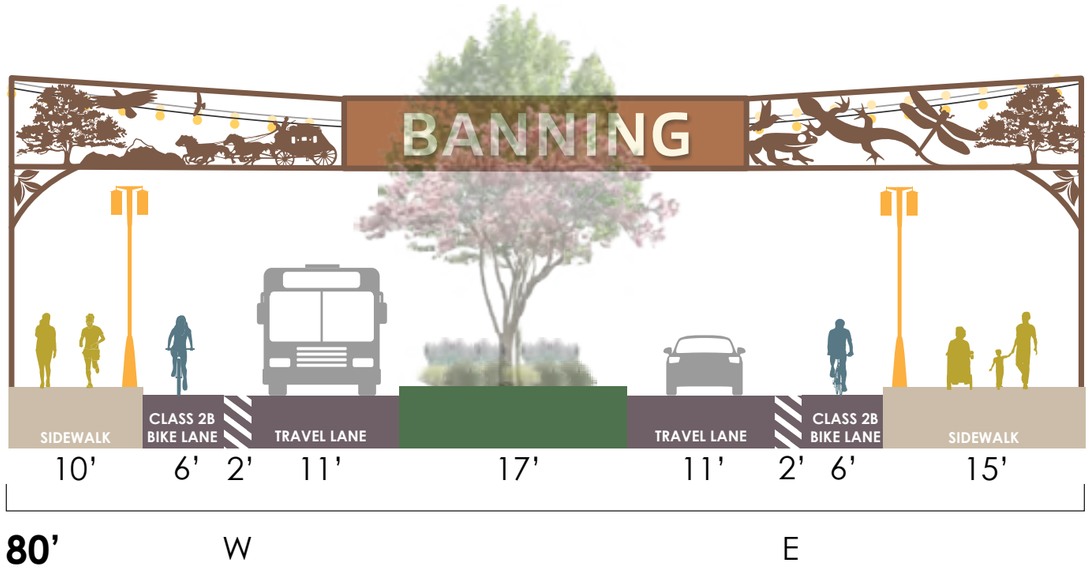




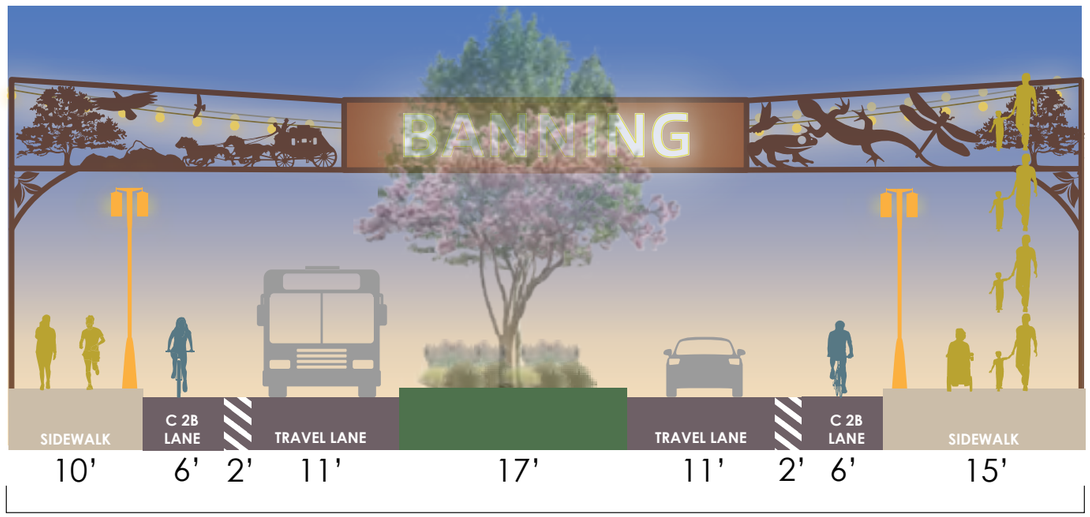


Precedent images for neighborhood shopping area and 4th Street gateway

A



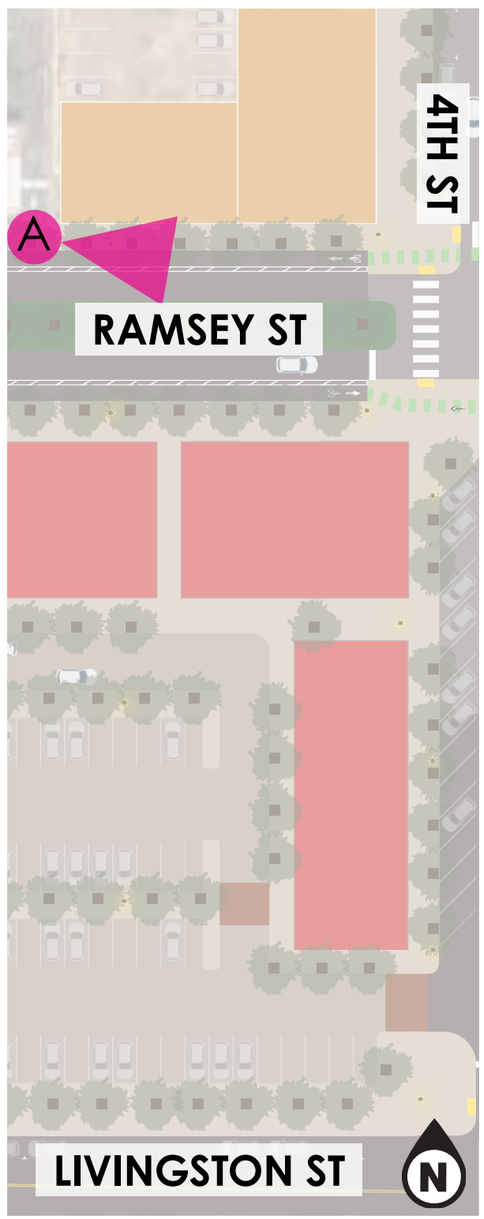
Section of Ramsey Street with planted median west of 4th and gateway sign over east leg of 4th Street



Gateway sign at night



Existing Ramsey Street at 4th Street



A



Photo simulation of Ramsey Street showing 4th Street gateway and planted median

IMPLEMENTATION

There are a number of projects outlined in this plan and not all can be completed all at once with some requiring extensive construction and coordination with stakeholder partners. Other projects are simpler and can be completed with little effort creating the “spark” of the Banning Downtown Complete Streets and Revitalization.

Prioritization

The projects are split into three phases of priority based on complexity.

Priority A Projects - 0-5 Years

The first phase in 0-5 years begins with Priority A projects which are the easiest and lowest cost improvements to kick-start the revitalization and street improvements. **This phase includes: The Go Human Pilot Projects, Parking Signage/Plan, Shared 1st Street, Controlled Alleys, Lighting Across Ramsey Street and 1st Street, Wayfinding Signage/Plan, and Bus Stop Improvements.**

Priority B Projects - 5-10 Years

The second phase in 5-10 years continues with Priority B projects which are ones that expand the spark of the initial projects through the creation of new public spaces and gateway elements to designate the new downtown area between 4th Street and Martin Street as well as ones along the interstate and near on-off ramps. **This phase includes: Courtyards, Gateways, 3rd Street Park, and Post Office Linear Park.**

Priority C Projects - 10-20 Years

The third phase in 10-20 years contains the more complex and costly projects involving significant funding, and coordination with stakeholders to make needed roadway and land use improvements. These projects once completed will make Downtown Banning a pedestrian-oriented space where all users feel comfortable walking and rolling. **This phase includes: Ramsey Complete Street from Martin Street to 8th Street, San Gorgonio Ave two-way cycletrack, San Gorgonio Ave/Ramsey Street protected intersection, Numbered/ secondary street improvements, Indoor pedestrian pass-throughs, Livingston-highway ramp reconfiguration, and Civic Center expansion.**

	PROJECT
A	Pilot projects
	Parking signage
	Shared 1st Street
	Controlled alleys
	Lighting across Ramsey and 1st St
	Wayfinding
	Bus stop improvements
B	Courtyards
	Gateways
	3rd Street park
	Post Office linear park
C	Ramsey Complete Street- Martin St to 8th St
	San Gorgonio Ave two-way cycletrack
	San Gorgonio Protected Intersection
	Numbered/secondary street improvements (1st, 2r 3rd, 4th, Hays, Livingston/6th)
	Indoor pedestrian pass-throughs connecting alleys 1st Street/courtyard expansions.
	Livingston-Highway ramp reconfiguration for truck route
	Civic Center Expansion

Grant Funding

Grant funding for these projects will be a combination of State, Regional, and Federal funds and cover all aspects of the project to complete roadway improvements, amenity and placemaking, and climate resiliency elements.

State

Active Transportation Program (ATP)

The ATP was created to expand the use of active transportation through encouragement and safety measures that increase the proportion of walking and biking trips, reduce greenhouse gas emissions, and enhance public health. Eligible projects include infrastructure projects, education, encouragement, outreach, and enforcement of non-infrastructure projects. These projects further the goals of the ATP through a combination of infrastructure and non-infrastructure activities, and the development of active transportation plans in disadvantaged communities. Senate Bill 1 (SB 1) stipulates that $100 million of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the ATP. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation. Applications are typically submitted in July.

https://catc.ca.gov/programs/active-transportation-program

Affordable Housing And Sustainable Communities Program (AHSC)

The goals of AHSC are to support compact development in order to preserve land, reduce greenhouse gas emissions, and increase the supply of affordable housing near jobs, stores, transit, and other key destinations. Eligible projects include sustainable transportation infrastructure, such as new transit vehicles, sidewalks, and bike lanes; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs that encourage residents to walk, bike, and use public transit.

https://sgc.ca.gov/programs/ahsc/

California Department of Forestry and Fire Protection (CalFire) Urban and Community Forestry Grants

The Urban and Community Forestry Grant Program strives to increase the long-term benefits trees provide, improve the public's understanding and appreciation of urban trees, and advance urban forest management and tree care. Special consideration is given to projects serving disadvantaged and/or low-income communities.

https://www.fire.ca.gov/what-we-do/grants/urban-and-community-forestry-grants

California Strategic Growth Council Regional Climate Collaboratives (RCC) Grant

The Regional Climate Collaboratives (RCC) Program is designed to help communities establish partnerships, funding pathways, plan and policy readiness, and a local network of Technical Assistance providers to pursue funding and implement climate projects. RCC funds collaboratives of cross-sectoral and community-rooted partners, seeking to advance both place-based and region-wide climate change mitigation, adaptation, and resiliency efforts.

https://www.grants.ca.gov/grants/regional-climate-collaboratives-program-round-2/

California Transportation Commission Local Partnership Program (LPP)

This program provides $200 million in funding for local and regional transportation agencies with voter-approved taxes, tolls, or fees, which are dedicated solely to transportation improvements. The program provides funding for aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits. The LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component.

https://catc.ca.gov/programs/sb1/local-partnership-program

Clean California Grant

The California Department of Transportation (Caltrans) developed the Clean California Local Grant Program through which funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers. Through the combination of adding beautification measures and art in public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation. The goals of the Clean CA are to: Reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces; enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect; enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.

https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program

Clean Mobility Options (CMO)

Clean Mobility Options (CMO) is a statewide public program that empowers under-resourced communities across California to better understand and overcome mobility obstacles with vouchers that fund community needs assessments and clean, shared, zero-emission transportation projects such as car EV carshare/charging, bikeshare, and zero-emission transit services. The goals are to improve access to clean mobility options, advance workforce development in the clean transportation sector, increase zero-emission vehicle adoption, reduce vehicle miles traveled, advance mobility equity and improve air quality. Clean Mobility Options is funded by California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment—particularly in underserved communities, and California Energy Commission's Clean Transportation Program, which is investing more than $1 billion to accelerate the deployment of zero-emission transportation infrastructure and support in-state manufacturing and workforce training and development.

https://cleanmobilityoptions.org/about/

The Ford Family Foundation Large Good Neighbor Grants

Good neighbor grants are designed to support community initiatives including unforeseen emergencies that interrupts programming or services. Examples of Good neighbor grants include: Emergency repairs to essential equipment at a food bank, library, fire hall or other community service provider; Updates to facilities at a beloved community gathering place, including ADA accessibility and technology; Community events such as celebrations, clean-ups or summer arts and music festivals; New or

special programs for the children and families in your communities; Studies or research on a community need; Playgrounds or recreational facilities; Translation of materials or outreach to special populations; Basic needs for vulnerable children and families; Programs or projects that support local economic development efforts. Grants will fund up to one-third of a project or program's total budget and 50 percent of the budget should be raised before applying.

https://www.tfff.org/grants/open-grants/

Rubberized Pavement Grant Program

The California Department of Resources Recycling and Recovery (Cal Recycle) provides the Rubberized Pavement Grant Program formerly called the Rubberized Asphalt Concrete (RAC) Grant Program, to promote markets for recycled-content surfacing products derived from waste tires generated in California, and decrease the adverse environmental impacts created by unlawful disposal and stockpiling of waste tires. In past rounds, $4 million has been available for funding. $250,000 is the maximum for individual applications.

https://calrecycle.ca.gov/tires/grants/pavement/

State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. Funding consists of two components: Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). Pedestrian and bicycle projects may be programmed under ITIP and RTIP. STIP programming occurs every two years. In 2022, STIP added additional funding for active transportation improvements.

https://catc.ca.gov/programs/state-transportation-improvement-program

Transportation Development Act Funds (TDA)

TDA provides funding from State Transit Assistance (STA) and Local Transportation Fund (LTF). This program funds a variety of transportation programs including for pedestrians, bicyclists, and transit facilities. The amount of funding is based on sales tax collected in each county. This fund is administered by Caltrans.

https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act

The Urban Greening Program- California Natural Resources Agency

The Urban Greening Program, funded by the General Fund, continues the legacy of these programs. Consistent with AB 32, the Urban Greening Program will fund projects that reduce greenhouse gases while also transforming the built environment into places that are more sustainable, enjoyable, and effective in creating healthy and vibrant communities. These projects will establish and enhance parks and open space, using natural solutions to improve air and water quality and reducing energy consumption, and creating more walkable and bike-able trails. Approximately $23.7 million is available for urban greening projects. The State anticipates one funding cycle; however, funding cycles are contingent upon the number of competitive applications. There are no maximum or minimum grant amounts.

https://resources.ca.gov/grants/urban-greening

Regional

Caltrans Sustainable Transportation Planning Grant Program

Sustainable Communities Competitive: To fund local and regional multimodal transportation and land use planning projects that further the region's RTP SCS/APS (where applicable), contribute to the State's GHG reduction targets, and address the needs of underserved communities.

Sustainable Communities Formula: To fund local and regional multimodal transportation and land use planning projects that further the region's RTP SCS/APS (where applicable) and contribute to the State's GHG reduction targets. Climate Adaptation Planning: To fund local and regional identification of transportation related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure.

Strategic Partnerships: To fund transportation planning studies in partnership with Caltrans that address the regional, interregional, and statewide needs of the State highway system.

https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants

Southern California Association of Governments- Go Human

SCAG seeks to facilitate opportunities for equity-centered strategies to meet local and regional safety goals. The Go Human Community Hubs Grant Program offers funding opportunities for community organizations to implement local traffic safety and community engagement strategies that leverage community gathering and resource sites or networks. The program aims to support street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation Black, Indigenous and People of Color; people with disabilities; and frontline workers, particularly those walking and biking.

Funding for this program is provided by a grant from the California Office of Traffic Safety (OTS), through the National Highway Traffic Safety Administration.

Funding is available to recipients across the SCAG region, which encompasses the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura and will be distributed to prioritize equity, particularly within communities that have been historically disinvested or in disadvantaged communities.

https://scag.ca.gov/apply-funding

Transportation Uniform Mitigation Fee (TUMF)

The Western Riverside Council of Governments developed and administers the Transportation Uniform Mitigation Fee (TUMF). This fee is an obligation that must be met on all new development in Western Riverside County. For some developments, the developer is exempt from paying TUMF, but where the local agency has determined that TUMF is due, a developer will need to pay their TUMF fees. These fees vary based on the land use type of the proposed development and its size. These factors influence how traffic will be increased due to development. The TUMF fee goes toward providing improvements to improve local traffic.

https://wrcog.us/174/TUMF

Federal

California Department of Parks and Recreation Outdoor Recreation Legacy Partnership (ORLP) Program

The Outdoor Recreation Legacy Partnership (ORLP) program was established in 2014 and is funded through the Land and Water Conservation Fund. ORLP is a nationally competitive program targeting grant assistance to help economically disadvantaged urban communities of at least 30,000 people with no, or almost no, access to publicly available, close-by, outdoor recreation. Funds can be used for the acquisition and/or development of new, or to substantially renovate obsolete, public parks and other outdoor recreation spaces. The Outdoor Recreation Legacy Partnership (ORLP) Program is a federal National Park Service (NPS) grant program. ORLP involves two competitive layers. Applications are first competitively reviewed by California Department of Parks and Recreation, Office of Grants and Local Services (OGALS). Applications selected by the state are then forwarded to National Park Service to compete in the nationwide competition.

https://www.parks.ca.gov/?page_id=30578

Carbon Reduction Program

Authorized with the BIL in 2022, the Carbon Reduction Program is a DOT program that funds projects that support a reduction in transportation emissions. Eligible projects include bicycle and pedestrian infrastructure and public transit facilities. Caltrans distributes funding based on population sizes using the 2020 Census.

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

The Community Development Block Grant (CDBG)

The Community Development Block Grant (CDBG) is a Federally funded block grant program created by Congress in 1974, with the overall goal to develop viable urban communities by providing decent housing and a suitable living environment primarily for low-mod income persons.

CDBG works toward the development of viable urban communities, by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income. Example eligible activities include public services such as senior or child care services, health services, youth services; housing services such as programs for lower and moderate income households; and public improvements such as streets, curbs, gutters, sidewalks, streetlights, sewers, storm drains, traffic signals, parks and recreation facilities, health facilities, and fire station improvements.

https://rivcoeda.org/Departments/Housing/Community-Development-Block-Grant/Community-Development/CDBG-Program

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

CMAQ provides funding to state and local agencies for transportation projects that help meet Clean Air Act objectives. Funded projects must work to reduce congestion and improve area quality in nonattainment or maintenance zones for ozone, carbon monoxide or particulate matter. CMAQ funds can be used for bicycle and pedestrian projects that are included in the metropolitan planning organization (MPO) current transportation plan and transportation improvement program (TIP). Projects can include bicycle and pedestrian facilities that are not exclusively recreational and for outreach related to safe bicycle use.

https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq

House Transportation & Infrastructure (T&I) Committee Appropriations

The House T&I Committee invites Members of Congress to request funding for projects in their communities. Project funds can be used for planning, final design, and construction projects. Eligible projects include bicycle & pedestrian infrastructure projects that increase access, strengthen multimodal connections, reduce greenhouse gas emissions, and enhance environmental justice.

https://transportation.house.gov/subcommittees/subcommittee/?ID=107420

Neighborhood Access and Equity Grants

Authorized by the Inflation Reduction Act in August 2022, these grants aim to make roads safer for all modes of transportation. The purpose of the grant is to reconnect communities that have highways running through them. Funds can be used to redesign highways for all modes, build trails and bike lanes, provide transit connections, install green infrastructure, reduce urban heat islands, and build safety features. https://www.transportation.gov/grants/rcnprogram/about-neighborhood-access-and-equity-grant-program

https://www.transportation.gov/grants/rcnprogram/about-neighborhood-access-and-equity-grant-program

RAISE Grants

Previously known as the BUILD and TIGER grant, the RAISE grant funds the building and repair of transportation networks. Available through the U.S. Department of Transportation, the RAISE grant allows sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional funding initiatives.

https://www.transportation.gov/RAISEgrants

Reconnecting Communities and Neighborhoods Grant Program

The Bipartisan Infrastructure Law (BIL) established the new Reconnecting Communities Pilot (RCP) discretionary grant program, funded with $1 billion over the next 5 years. It is the first-ever Federal program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.

Eligible facilities may include a highway, including a road, street, or parkway or other transportation facility, such as a rail line, that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. Planning grants may be used to study the feasibility and impacts of removing, retrofitting, or mitigating an existing eligible facility or to conduct planning activities necessary to design a project to remove, retrofit, or mitigate an existing eligible facility.

https://www.transportation.gov/grants/rcnprogram/about-rcp\

Safe Streets and Roads for All (SS4A)

Established by the Bipartisan Infrastructure Law (BIL), this program funds initiatives that prevent roadway deaths and serious injuries and can be used to carry out items in support of creating safety Action Plans like Vision Zero, and in implementing infrastructure including pilot programs, installing pedestrian and bicycle networks, transforming roadway corridors into Complete Streets, improving the safety of intersections. Up to $1 billion is available each year of the program.

https://www.transportation.gov/grants/SS4A

Surface Transportation Block Grant (STBG)

Extended by the BIL, these grants are used to fund projects that maintain and improve the transportation performance of federal-aid highways, bridges, and tunnels, install pedestrian and bicycle infrastructure and implement transit capital projects. Additional Transportation Alternatives* set aside funds for active transportation, and active transportation access to transit improvements.

https://www.fhwa.dot.gov/specialfunding/stp/

*Title 23, U.S.C. 101(a)(29) Transportation alternatives. - The term "transportation alternatives" means any of the following activities when carried out as part of any program or project authorized or funded under this title, or as an independent program or project related to surface transportation: (A) Construction, planning, and design of on-road and off- road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

https://fhwa.dot.gov/map21/docs/title23usc.pdf

Grants- State

	PROJECT	STATE											
		Active Transportation Program (ATP)	Affordable Housing And Sustainable Communities Program (AHSC)	California Department of Forestry and Fire Protection (CalFire) Urban and Community Forestry Grants	California Strategic Growth Council Regional Climate Collaboratives (RCC) Grant	California Transportation Commission Local Partnership Program (LPP)	Clean California Grant	Clean Mobility Options (CMO)	The Ford Family Foundation Large Good Neighbor Grants	Rubberized Pavement Grant Program	State Transportation Improvement Program (STIP)	Transportation Development Act Funds (TDA)	The Urban Greening Program
A	Pilot projects								■				
A	Parking signage												
A	Shared 1st Street			■	■	■	■		■				■
A	Controlled alleys	■	■	■	■		■	■		■	■		■
A	Lighting across Ramsey and 1st St		■		■								
A	Wayfinding		■										
A	Bus stop improvements		■		■	■				■	■	■	
B	Courtyards	■	■	■	■		■		■				■
B	Gateways						■						
B	3rd Street park		■						■				
B	Post Office linear park		■	■	■		■		■				■
C	Ramsey Complete Street- Martin St to 8th St	■	■	■	■	■	■			■	■	■	■
C	San Gorgonio Ave two-way cycletrack	■	■	■	■	■	■			■	■	■	■
C	San Gorgonio Protected Intersection	■	■	■	■	■	■			■	■	■	■
C	Numbered/secondary street improvements (1st, 2nd, 3rd, 4th, Hays, Livingston/6th)	■	■			■	■			■	■		
C	Indoor pedestrian pass-throughs connecting alleys to 1st Street/courtyard expansions.		■				■				■		
C	Livingston-Highway ramp reconfiguration for truck route		■			■							
C	Civic Center Expansion			■				■					■

Grants- Regional & Federal

	PROJECT	Caltrans Sustainable Transportation Planning Grant Program	Southern California Association of Governments- Go Human	Transportation Uniform Mitigation Fee (TUMF)	California Department of Parks and Recreation Outdoor Recreation Legacy Partnership (ORLP) Program (Granted by NPS)	Carbon Reduction Program	The Community Development Block Grant (CDBG)	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	House Transportation & Infrastructure (T&I) Committee Appropriations	Neighborhood Access and Equity Grants	RAISE Grants	Reconnecting Communities and Neighborhoods Grant Program	Safe Streets and Roads for All (SS4A)	Surface Transportation Block Grant (STBG)
					FEDERAL									
A	Pilot projects		■										■	
	Parking signage			■		■	■	■						
	Shared 1st Street	■				■	■	■			■		■	■
	Controlled alleys			■	■		■			■				
	Lighting across Ramsey and 1st St			■	■		■							
	Wayfinding	■		■			■					■		
	Bus stop improvements	■		■		■	■	■	■		■			■
B	Courtyards			■	■		■							
	Gateways						■							
	3rd Street park				■		■							
	Post Office linear park						■							
C	Ramsey Complete Street- Martin St to 8th St	■		■		■	■	■	■		■	■	■	■
	San Gorgonio Ave two-way cycletrack	■				■	■	■	■	■	■	■	■	■
	San Gorgonio Protected Intersection	■				■	■	■	■		■	■	■	■
	Numbered/secondary street improvements (1st, 2nd, 3rd, 4th, Hays, Livingston/6th)	■		■		■	■							
	Indoor pedestrian pass-throughs connecting alleys to 1st Street/courtyard expansions.						■							
	Livingston-Highway ramp reconfiguration for truck route	■				■		■	■	■	■	■	■	■
	Civic Center Expansion				■		■							

Cost Estimates -
Full Project Summary and Details

These costs are rough order of magnitude estimates for all aspects of the final design from roadway construction to amenities and irrigation. The following sections break down this cost summary by project with Ramsey Street, 1st Street, Alleys/Courtyards, and the Park. For this cost estimate all gateway elements are excluded.

Full Project Cost Summary	
LANDSCAPE + STORMWATER	$6,080,000.00
ROADWAY + PAVING	$20,610,000.00
LIGHTING + PEDESTRIAN AMENITIES	$2,710,000.00
SOFT COSTS	$3,820,000.00
CONSTRUCTION TOTAL COST	**$33,220,000.00**
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	**$38,200,000.00**
CEQA EXEMPTION DOCUMENTATION	$50,000.00
CONTINGENCY (30%)	$11,460,000.00
Total in 2023 (Rounded to nearest 10,000)	**$49,710,000**
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	**$52,690,000**
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	**$55,850,000**

LANDSCAPE + STORMWATER

DESCRIPTION	UNIT	UNIT COST	QUANTITY	COST
24" Box Tree	EA	$1,200.00	675	$810,000.00
Landscaping	SF	$20.00	65,000	$1,300,000.00
Shrub and groundcover Irrigation	SF	$16.00	65,000	$1,040,000.00
Irrigation equipment	EA	$15,000.00	30	$450,000.00
Tree removal	EA	$2,000.00	40	$80,000.00
Soil	CY	$65.00	7,200	$468,000.00
Tree Root Vault System + Soil	MI	$3,650,000.00	0.4	$1,460,000.00
Fencing	LF	$125.00	600	$75,000.00
Bioswale	LF	$200.00	2,000	$400,000.00
TOTAL				$6,083,000.00
Total in 2023 (rounded to nearest $10,000)				**$6,080,000.00**

ROADWAY + PAVING

DESCRIPTION	UNIT	UNIT COST	QUANTITY	COST
Demo (to include all soils, pavements, and miscellaneous removc	SF	$30.00	210,000	$6,300,000.00
AC Paving with Aggregate Base	Ton	$400.00	2,710	$1,084,000.00
Concrete Curb and Gutter	LF	$100.00	30,000	$3,000,000.00
Curb Ramps and Warning Strip	EA	$10,000.00	60	$600,000.00
Striping	LF	$6.00	14,000	$84,000.00
Pavement Markings (STOP,YIELD)	EA	$475.00	50	$23,750.00
Poured Concrete Walk 4"	SF	$20.00	284,900	$5,698,000.00
Cool Paving for Mural & Mural Materials	LS	$30,000.00	1	$30,000.00
Ground mural	LS	$15,000.00	1	$15,000.00
Bicycle Signage	EA	$500.00	18	$9,000.00
Traffic Signal Modification including Bike Signal Heads and Loops	LS	$350,000.00	1	$350,000.00
Paving decorative	SF	$35.00	6,000	$210,000.00
Bike Lanes	SF	$15.00	40,000	$600,000.00
Median Islands	SF	$55.00	14,000	$770,000.00
Cool paving	SF	$15.00	47,700	$715,500.00
Permeable asphalt, subbase, and geotextiles	SF	$25.00	44,800	$1,120,000.00
TOTAL				20,609,250.00
Total in 2023 (rounded to nearest $10,000)				**$20,610,000.00**

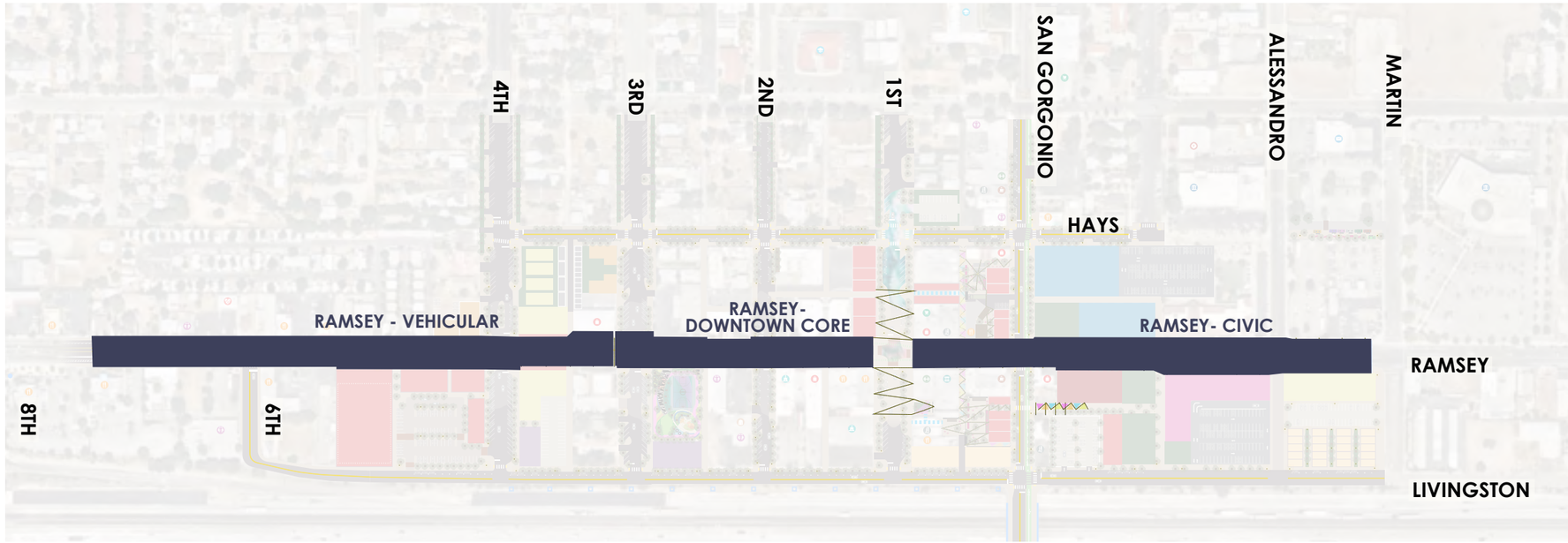
LIGHTING + PEDESTRIAN AMENITIES

DESCRIPTION	UNIT	UNIT COST	QUANTITY	COST
String Lights	LF	$12.00	14,386	$172,632.00
Pedestrian scale street lights	EA	$8,000.00	75	$600,000.00
Small Shade Structure (12'X12')	SF	$250.00	4,800	$1,200,000.00
Trash Receptacle	EA	$1,800.00	30	$54,000.00
Amenities (Benches, Bike racks, etc.)	EA	$3,500.00	20	$70,000.00
Map and Wayfinding Signage	EA	$5,000.00	4	$20,000.00
Bus Shelters	EA	$35,000.00	4	$140,000.00
Project Signage	EA	$500.00	30	$15,000.00
Poured in Place Concrete Seat Walls (@Park)	LF	$275.00	178	$48,950.00
Game Courts	SF	$20.00	3,900	$78,000.00
Drinking Fountain with Bottle Filler + Pet Bowl	EA	$15,000.00	1	$15,000.00
Play equipment and surfacing	LS	$300,000.00	1	$300,000.00
TOTAL				$2,713,582.00
Total in 2023 (rounded to nearest $10,000)				**$2,710,000.00**
			Subtotal	**$29,400,000.00**

SOFT COSTS

DESCRIPTION	UNIT	UNIT COST	QUANTITY	COST
Traffic Control and Traffic Control Plan	1	3% of TTL C		$882,000.00
Stormwater Pollution Prevention Plan (SWPPP) Development and	1	3% OF TTL C		$882,000.00
Mobilization/Demobilization and Clean-up	1	5% OF TTL C		$1,470,000.00
Utilities Relocation/Protection/Coordination	1	2% OF TTL C		$588,000.00
TOTAL				$3,822,000.00
Total in 2023 (rounded to nearest $10,000)				**$3,820,000.00**
CONSTRUCTION TOTAL COST				
Total in 2023 (rounded to nearest $10,000)				**$33,220,000.00**
TOTAL COST				
Plans, Specifications, Estimates	1	15% OF TTL C		$4,983,000.00
SUBTOTAL				$38,203,000.00
Subtotal in 2023 (rounded to nearest 10,000)				**$38,200,000.00**
CEQA Documentation	1	$50,000.00		$50,000.00
Contingency	1	30% OF TTL		$11,460,000.00
TOTAL in 2023				**$49,710,000.00**
Total in 2023 (rounded to nearest $10,000)				**$49,710,000.00**

Cost Estimates - Ramsey Street



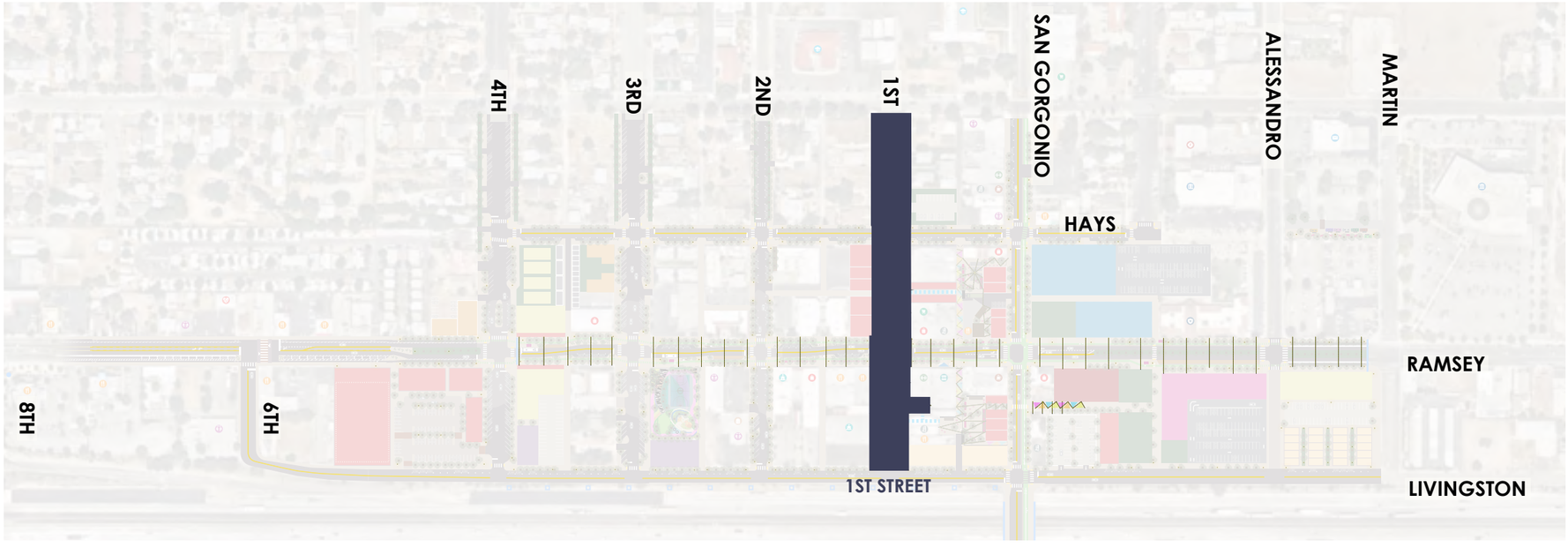
Ramsey - ALL PROJECTS COMBINED	
LANDSCAPE + STORMWATER	$2,460,000
ROADWAY + PAVING	$6,080,000
LIGHTING + PEDESTRIAN AMENITIES	$680,000
SOFT COSTS	$1,200,000
CONSTRUCTION TOTAL COST	**$10,420,000**
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	**$11,980,000**
CEQA EXEMPTION DOCUMENTATION	$50,000
CONTINGENCY (30%)	$3,594,000
Total in 2023 (Rounded to nearest 10,000)	**$15,624,000**
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	**$16,560,000**
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	**$17,550,000**

Ramsey - Vehicular Project	
LANDSCAPE + STORMWATER	$390,000
ROADWAY + PAVING	$1,400,000
LIGHTING + PEDESTRIAN AMENITIES	$180,000
SOFT COSTS	$260,000
CONSTRUCTION TOTAL COST	**$2,230,000**
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	**$2,560,000**
CEQA EXEMPTION DOCUMENTATION	$50,000
CONTINGENCY (30%)	$768,000
Total in 2023 (Rounded to nearest 10,000)	**$3,380,000**
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	**$3,580,000**
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	**$3,790,000**

Ramsey - Downtown Core Project	
LANDSCAPE + STORMWATER	$1,270,000
ROADWAY + PAVING	$2,810,000
LIGHTING + PEDESTRIAN AMENITIES	$240,000
SOFT COSTS	$560,000
CONSTRUCTION TOTAL COST	**$4,880,000**
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	**$5,610,000**
CEQA EXEMPTION DOCUMENTATION	$50,000
CONTINGENCY (30%)	$1,683,000
Total in 2023 (Rounded to nearest 10,000)	**$7,340,000**
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	**$7,780,000**
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	**$8,250,000**

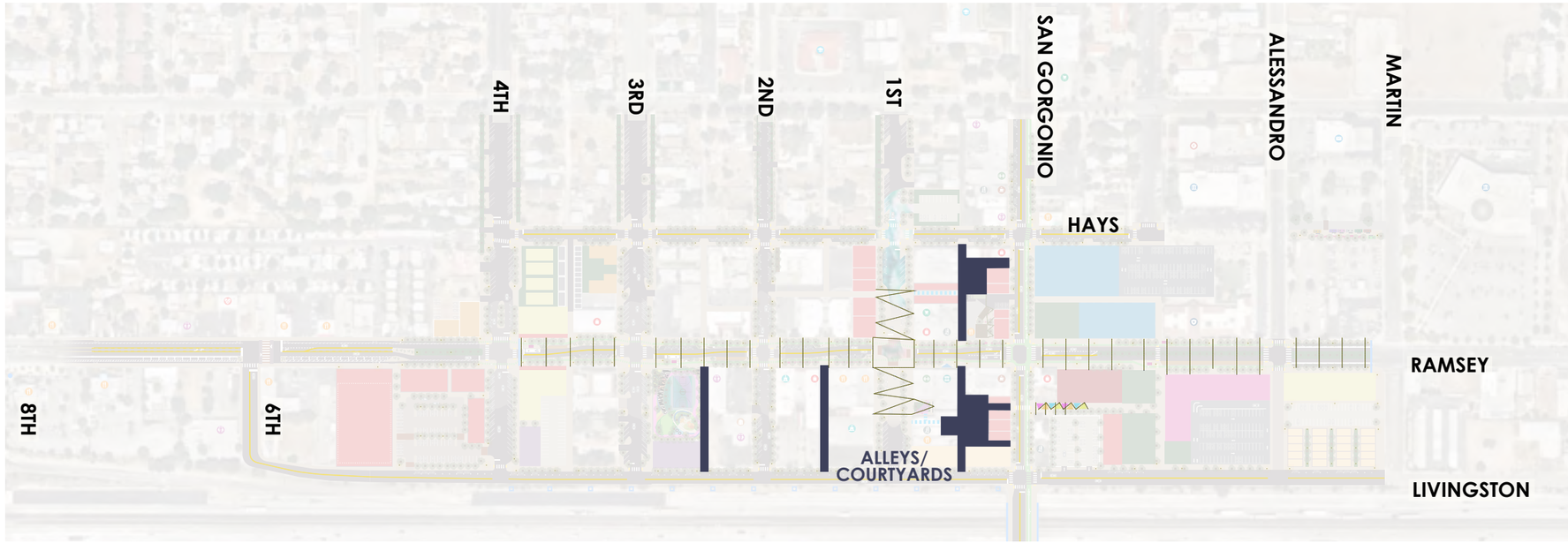
Ramsey - Civic Project	
LANDSCAPE + STORMWATER	$800,000
ROADWAY + PAVING	$1,870,000
LIGHTING + PEDESTRIAN AMENITIES	$260,000
SOFT COSTS	$380,000
CONSTRUCTION TOTAL COST	**$3,310,000**
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	**$3,810,000**
CEQA EXEMPTION DOCUMENTATION	$50,000
CONTINGENCY (30%)	$1,143,000
Total in 2023 (Rounded to nearest 10,000)	**$5,000,000**
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	**$5,300,000**
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	**$5,620,000**

Cost Estimates - 1st Street



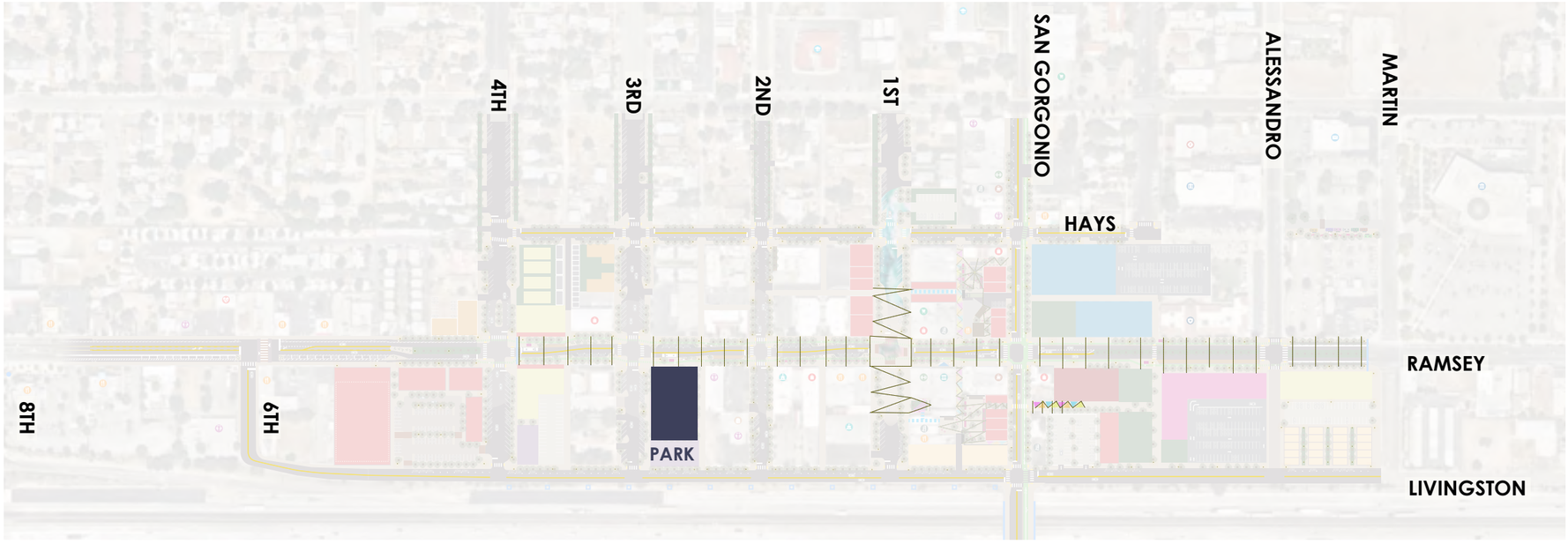
1st Street Project	
LANDSCAPE + STORMWATER	$1,410,000
ROADWAY + PAVING	$3,010,000
LIGHTING + PEDESTRIAN AMENITIES	$340,000
SOFT COSTS	$40,000
CONSTRUCTION TOTAL COST	**$4,800,000**
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	**$5,520,000**
CEQA EXEMPTION DOCUMENTATION	$50,000
CONTINGENCY (30%)	$1,656,000
Total in 2023 (Rounded to nearest 10,000)	**$7,230,000**
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	**$7,660,000**
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	**$8,120,000**

Cost Estimates - Alleys/Courtyards



Alleys / Courtyards	
LANDSCAPE + STORMWATER	$150,000
ROADWAY + PAVING	$1,480,000
LIGHTING + PEDESTRIAN AMENITIES	$920,000
SOFT COSTS	$330,000
CONSTRUCTION TOTAL COST	**$2,880,000**
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	**$3,310,000**
CEQA EXEMPTION DOCUMENTATION	$50,000
CONTINGENCY (30%)	$993,000
Total in 2023 (Rounded to nearest 10,000)	**$4,350,000**
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	**$4,610,000**
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	**$4,890,000**

Cost Estimates - Park



Park	
LANDSCAPE + STORMWATER	$580,000
ROADWAY + PAVING	$150,000
LIGHTING + PEDESTRIAN AMENITIES	$470,000
SOFT COSTS	$160,000
CONSTRUCTION TOTAL COST	**$1,360,000**
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	**$1,560,000**
CEQA EXEMPTION DOCUMENTATION	$50,000
CONTINGENCY (30%)	$468,000
Total in 2023 (Rounded to nearest 10,000)	**$2,080,000**
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	**$2,200,000**
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	**$2,330,000**

SCAG Go Human Pilot Projects

Go Human is a community engagement program with the goals of reducing traffic collisions in Southern California and encouraging people to walk and bike more. SCAG's Go Human Kit of Parts Lending Library provides pop-up materials to temporarily demonstrate potential and planned street design treatments and safety infrastructure to create safer and more inviting public spaces.

The Go Human Kit of Parts includes materials to showcase five street treatments. The street treatments include a parklet, curb extension (bulb- out), median refuge island, artistic crosswalk, and separated bike lane. The Kit of Parts are made of portable, light-weight materials that are easy to transport and assemble.

Temporary safety demonstrations create opportunities for residents to experience streets that are re-designed for safety in live traffic settings, test out, refine, and identify support for improvements. [1]

[1] SCAG Go-Human



Popup areas



Popup areas



Decorative Crosswalk Strips



Parklet



Bike Lane

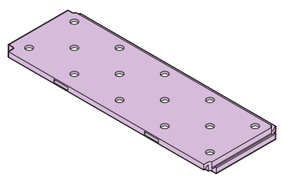


Bike Lane

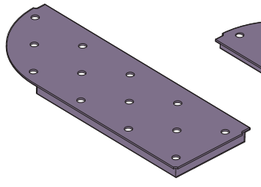


Curb Extension

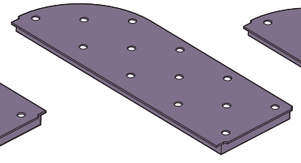
Parts



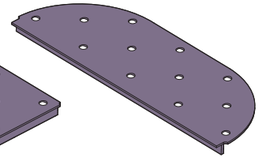
1. Plane



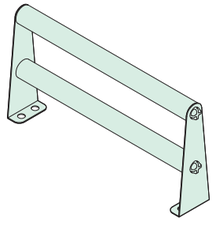
2. End Plane (Parklet, left)



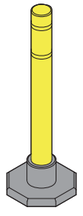
3. End Plane (Parklet, Right)



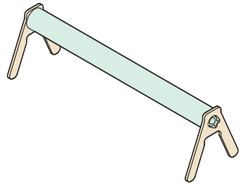
4. Nose Plane (Ped. Island)



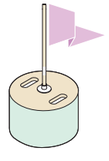
5. Parklet Railing



6. Stanchion



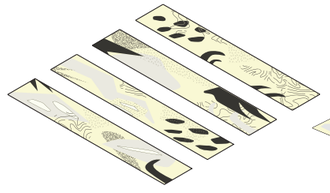
7. Bike Lane Railing



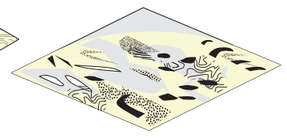
8. Bike Lane Bollard



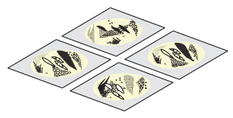
9. Bike Lane Marker



10. Decorative Crosswalk Strips



11. End Mesh (Bulb out)



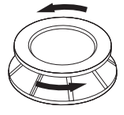
12. Circles (Bulb Out)



13. Shark teeth (Crosswalk)

Diagram of parts and accessories for Go Human kits from SCAG Final Kit of Parts Design Guide

Hardware



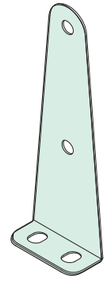
14. Pedestal



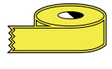
15. Threaded cap



16. Screw



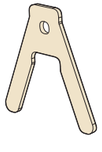
17. Parklet Bracket



18. Tape

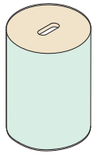


19. Post

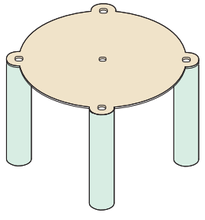


20.Bike Lane Bracket

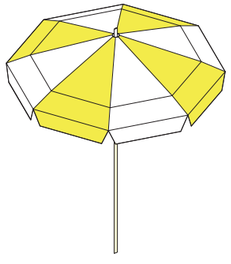
Accessories



21. Bollard



22. Cafe Table



23. Umbrella



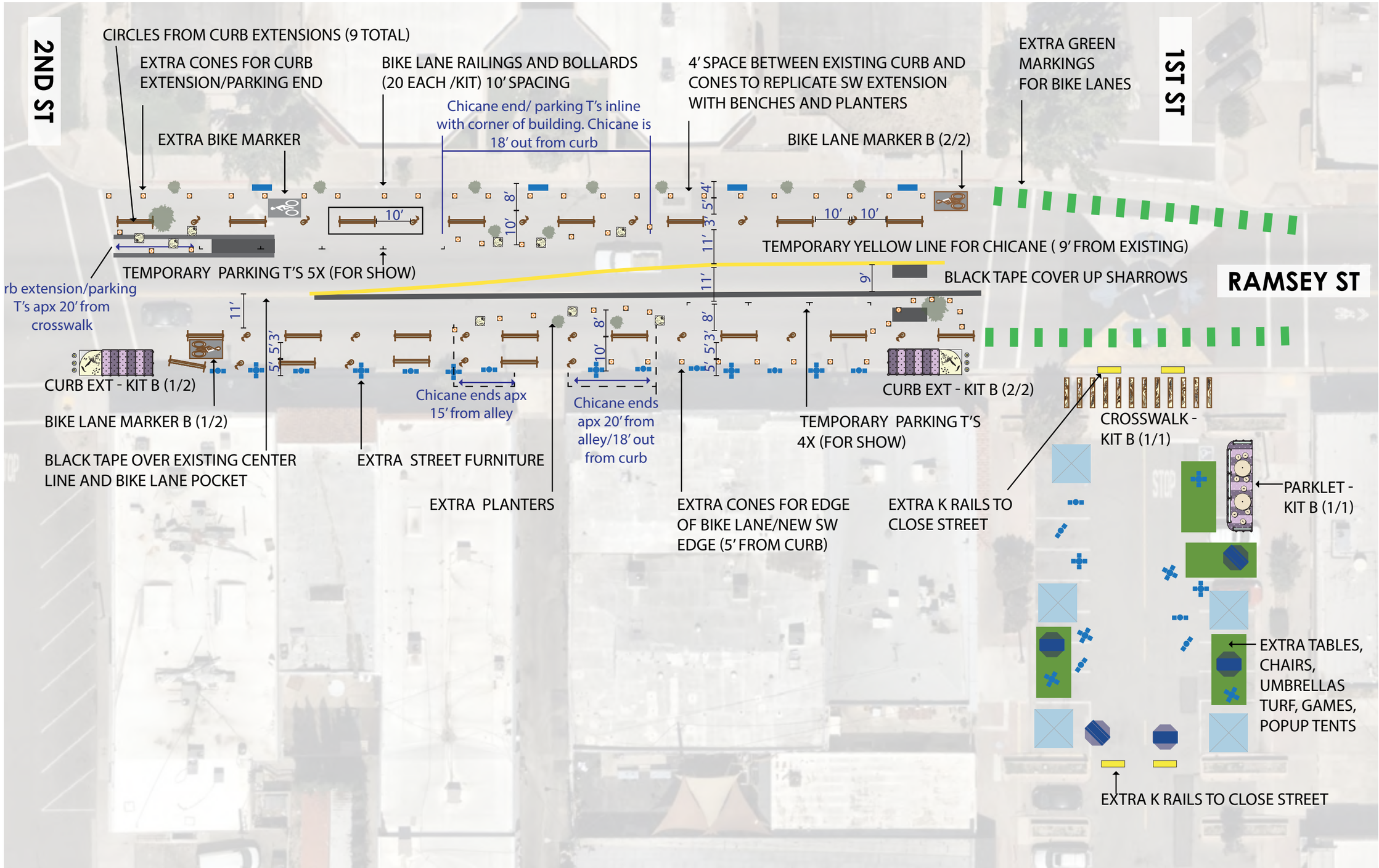
23. Treatment Sign

Go Human 1st St and Ramsey St

This Go Human demonstration would showcase the pedestrian-oriented 1st Street along with the traffic calming and Complete Street designs for Ramsey Street. Additional amenities such as traffic cones, additional bike lane markers, K Rails, planters, tape, street furniture/umbrellas, and turf would be used to enhance the event to more accurately represent the design intent of the plan.

This demonstration would use several of the Go Human Kit elements including:

- Bike Bollards and Railings (20x each)
- Bike Lane Marker (2x)
- Curb Extensions (2x)
- Decorative Crosswalk (1 set of 12 stripes)
- Parklet (1x)
- Necessary Tape/hardware to restripe/assemble
    - Yellow Tape - apx 145' to mark new centerline
    - Black Tape - apx 120' to cover existing yellow from 1st to east end of alley
    - Black Tape - apx 150 sqft to cover three sharrows
    - Green Paint for conflict striping



Go Human drawing for 1st St and Ramsey demonstration

Go Human Alley, Courtyard and Ramsey St

This Go Human demonstration would showcase the Alley and Courtyard along with the traffic calming and Complete Street designs for Ramsey Street. Additional amenities such as traffic cones, additional bike lane markers, K Rails, planters, tape, street furniture/umbrellas, and turf would be used to enhance the event to more accurately represent the design intent of the plan.

This demonstration would use several of the Go Human Kit elements including:

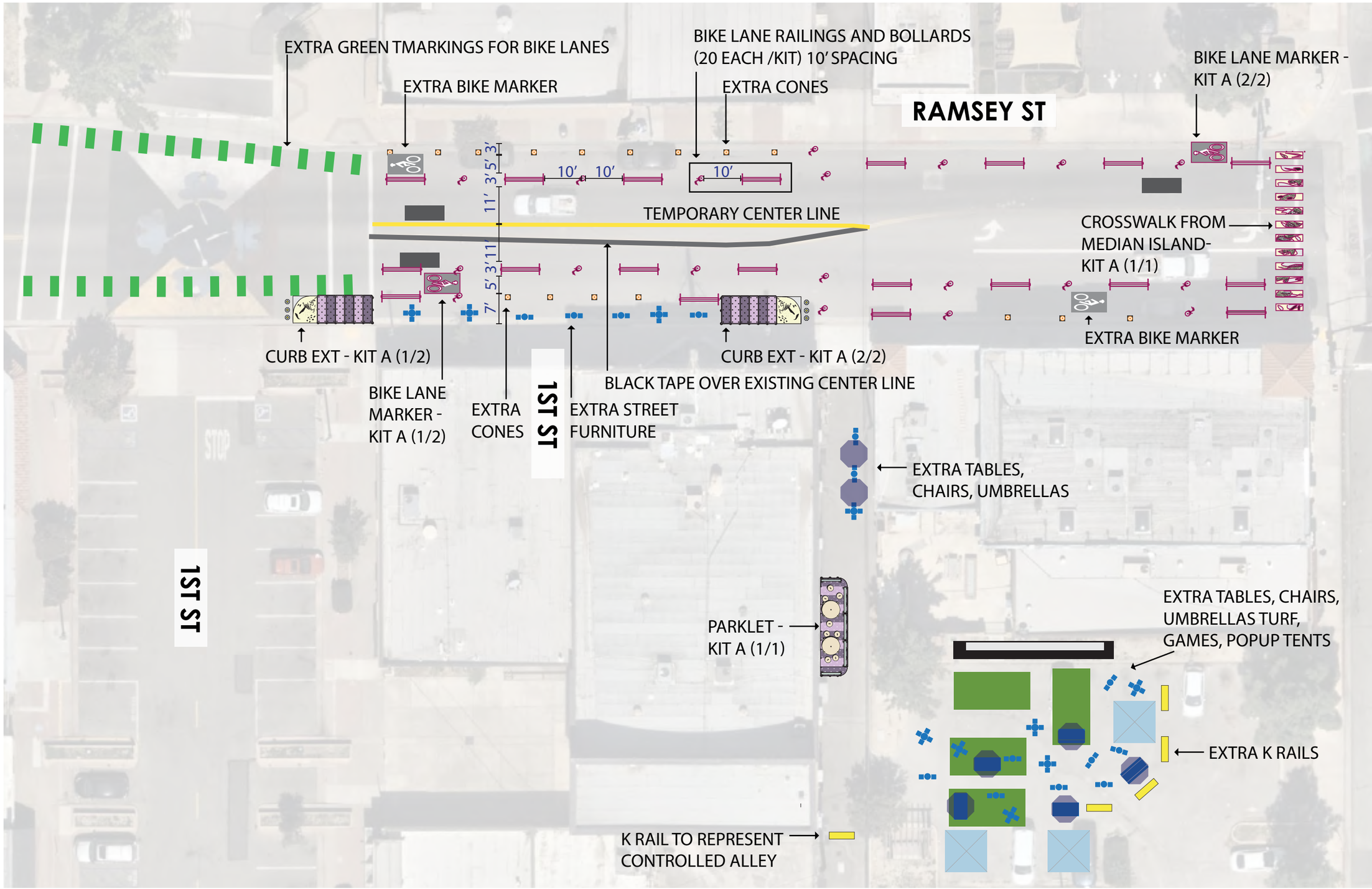
- Bike Bollards and Railings (20x each)
- Bike Lane Marker (2x)
- Curb Extensions (2x)
- Decorative Crosswalk (1 set of 12 stripes)
- Parklet (1x)
- Necessary Tape/hardware to restripe/assemble

    -Yellow Tape - apx 200' to mark new centerline

    -Black Tape - apx 300' to cover existing marked section of yellow and bike lane pocket lines

    -Black Tape - apx 200 sqft to cover two sharrows and bike lane marker

    -Green Paint for conflict striping



Go Human drawing for Alley, Courtyard and Ramsey St demonstration

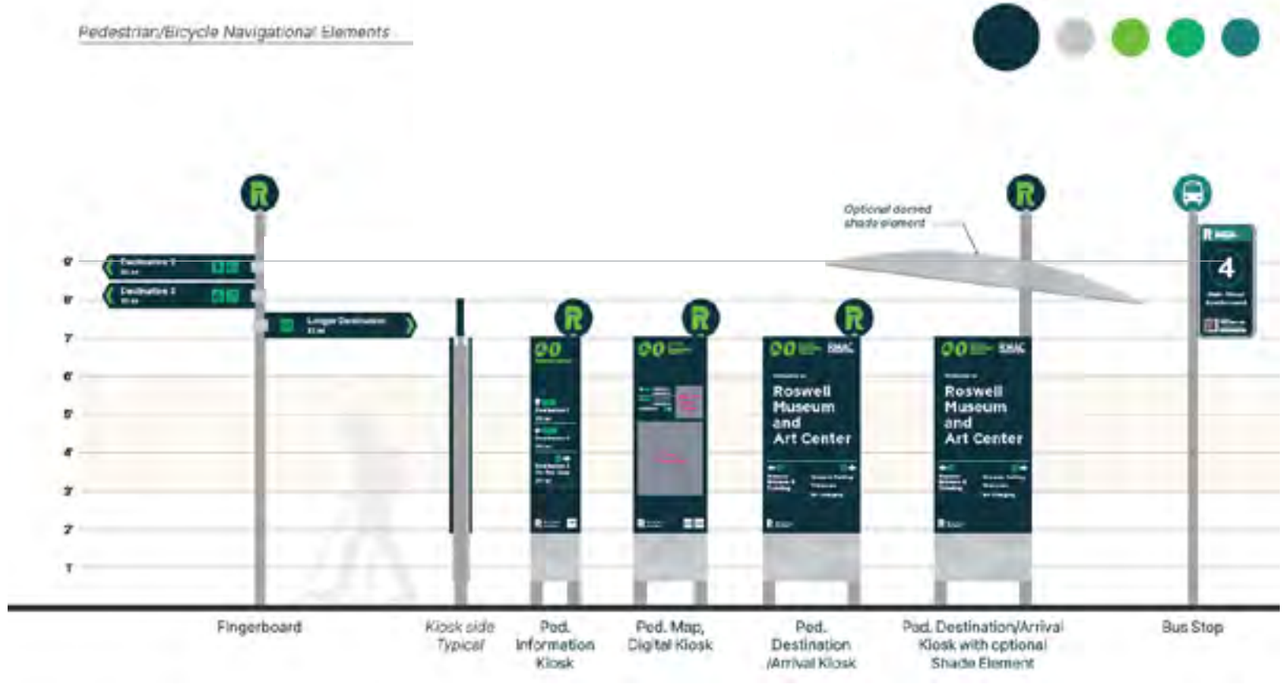
Wayfinding

Wayfinding is the process of determining and following a path or route between an origin and a destination, often intended for pedestrians and cyclists and for assisting people driving cars locate parking and other key destinations. This means that wayfinding helps people get to the destinations they desire, whether it be parking lots off Main Street or downtown attractions. This is achieved with signage and maps, special lettering, colors, symbols, iconic shapes, texture, and surface treatment working in unison to highlight key locations, attractions, and services, and provide route confirmation. Banning should establish a wayfinding signage program to review existing signage and plan for new or upgrade existing, wayfinding signage in Downtown Banning and across the city. The following sections are recommendations for the Downtown area but may be subject to change following the implementation of a City Wayfinding Program. Roadway-oriented signage should be designed to comply with CA MUTCD design standards. It is important to note that the MUTCD allows for communities to create community-sensitive wayfinding. Community Wayfinding allows custom colors and enhancement markers (logos). DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that help roadway users of all types, ages, and abilities of all ages and utilize universal design characteristics (2010).

Design recommendations for wayfinding signage in Banning include:

- Signage should be designed at a human scale with attention to detail and craftsmanship.
- Pedestrian-oriented signs should comply with standard clearances from other street elements and comply with ADA requirements.
- Wayfinding signage should be placed near important intersections, public plazas, or other areas with high pedestrian volume.
- Wayfinding signage should clearly communicate the locations of nearby destinations, by means such as arrows, infographics, and vicinity maps.
- Avoid placing too many signs on the street, which can cause visual clutter and confusion to people.
- Externally illuminated signs should be designed to minimize glare. The reflective coating should be used on other signs to minimize glare.





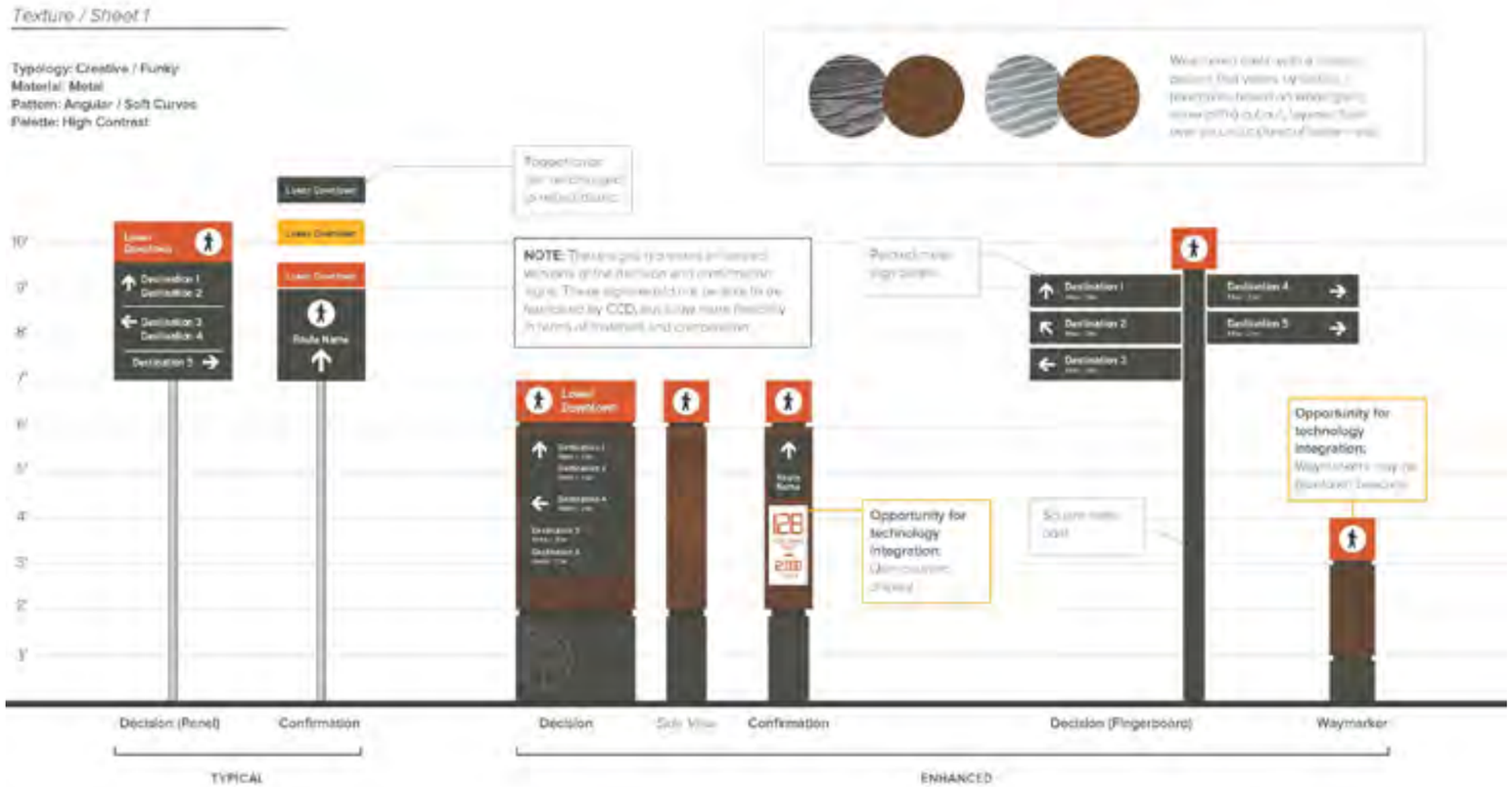
Examples of wayfinding signage families which should be simple, intuitive, and approachable, with a consistent design language between elements.

Additional Wayfinding Information

The Manual of Uniform Traffic Devices, Section 2D.50 allows for community-sensitive wayfinding but there are basic specific guidelines that must be followed.

The California Manual on Uniform Traffic Control Devices or CA MUTCD is the state standard (based on the national MUTCD) for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel. Both on-street and off-street bicycle facilities are required to follow the standards within the CA MUTCD. Devices should be designed so that:

- Size, shape, color, composition, lighting or retroreflection, and contrast are combined to draw attention to the devices.
- Size, shape, color, and simplicity of message combine to produce a clear meaning.
- Legibility and size combine with placement to permit adequate time for response.
- Uniformity, size, legibility, and reasonableness of the message combine to command respect.
- Options for customizing signs while adhering to the CA MUTCD include adding unique mounting structures or an identifying enhancement marker.
- While the CA MUTCD provides standards and guidelines for the design, size, and content of wayfinding signs, many jurisdictions have implemented unique signs to enhance visibility or reinforce local identity.
- Creative wayfinding elements enhance community identity and pride, reflect local values and character, and may provide more helpful information than signs which strictly follow the basic guidance of the CA MUTCD



Example of wayfinding signage families

BANNING
DOWNTOWN REVITALIZATION & COMPLETE STREETS PLAN

Appendix

November 2023

PREPARED BY:

Alta Planning + Design

The Arroyo Group

RCLCO

CONTENTS

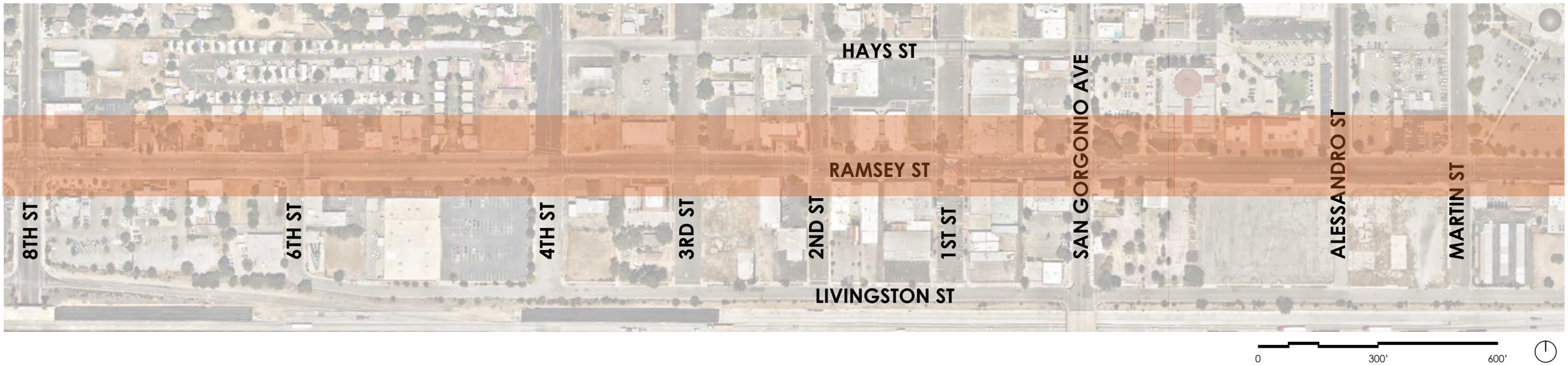
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SECTION DIAGRAMS

SECTION DIAGRAMS - RAMSEY STREET

Ramsey Street between 8th Street and Martin Street is the historic heart of downtown Banning. The street in less than a mile changes from highway connection to downtown main street with various businesses. Right-of-way length correlates to these areas and as shown in more analysis in this section, the alignment of sidewalks and streets changes with gaps throughout. There is much opportunity for reallocation and rearrangement of the right-of-way to make Ramsey a complete street for all users.

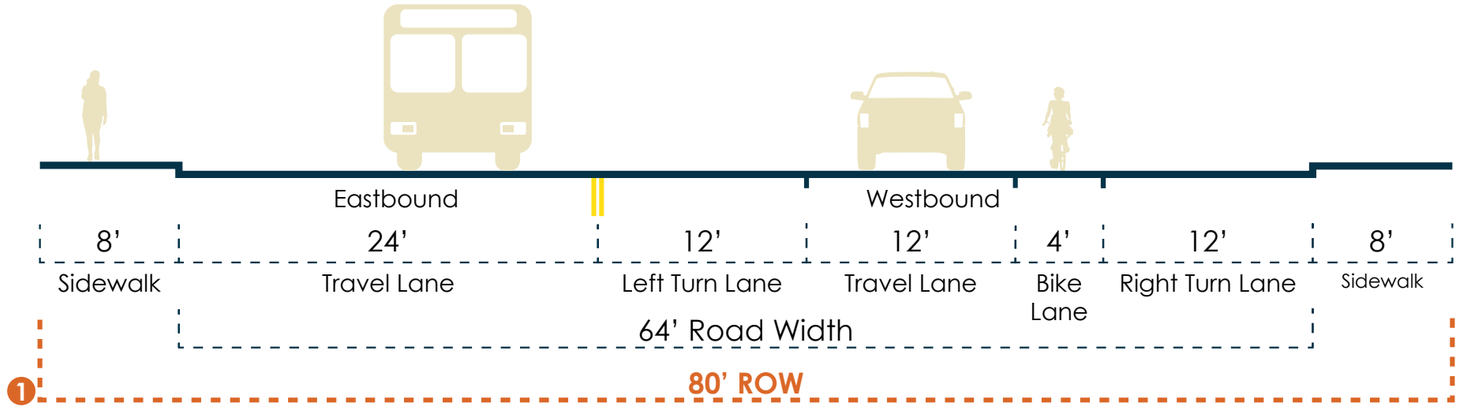

HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

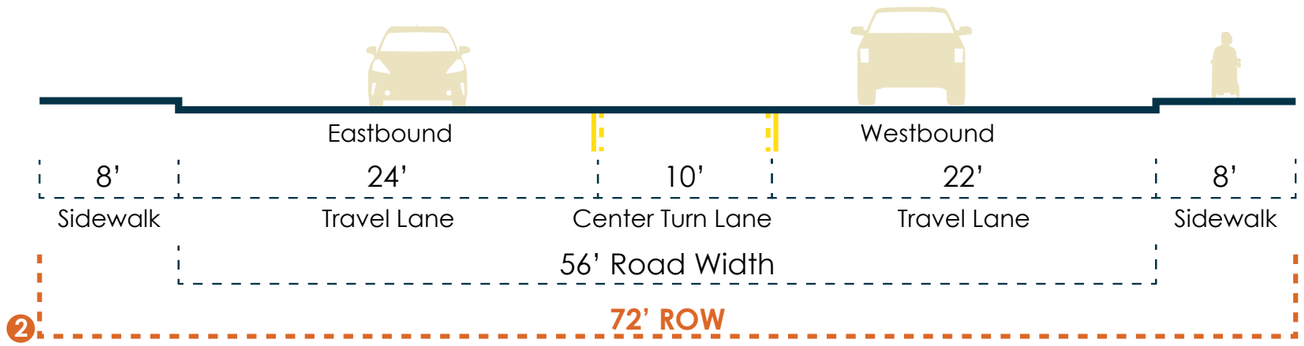
Ramsey & 8th St

At the western edge of the study area, Ramsey St meets 8th St at a busy and dangerous intersection. In 2014 a 16 year old male was hit crossing the intersection headed south by a pickup truck headed west. In 2021 a driver hit a 14 year old female pedestrian headed south.

The street width here on Ramsey changes from 56' to 64' to accommodate the left and right turns lanes WB. These in addition to a straight travel lane are 12' with a 4' "pocket" class II bike lane at the intersection east and westbound. The total ROW for this section spans from 72' to 80' including sidewalks which are 8' meeting ADA requirements but are inadequate in places where the road width changes leaving the sidewalk without a complete path.

There is a bus stop with shelter on the northeast corner of Ramsey and a bus stop sign with no amenities opposite on the south west side.



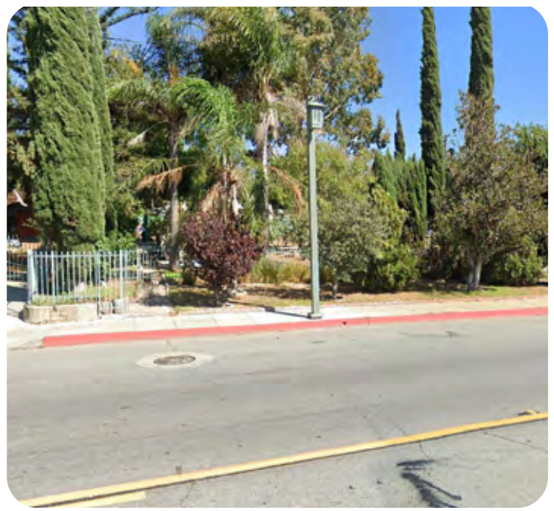




① Class II Bikeway



② Inadequate Sidewalk



③ Vacant Lot

OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.

OPPORTUNITY TO IMPROVE EXISTING BUS STOP & SHELTER

OPPORTUNITY FOR BIKE CONFLICT STRIPING

12' VEHICLE LANES CONSTRAINTS

INADEQUATE SIDEWALK - NEEDS IMPROVEMENT

OPPORTUNITY TO IMPROVE BIKE FACILITY

VACANT LOT

1

2

3

80'

64'

4'

12'

12'

12'

24'

RAMSEY ST

72'

56'

22'

10'

24'

8TH ST

OPPORTUNITY FOR GATEWAY DESIGN AS ENTRY POINT TO DOWNTOWN

0 50' 100'

HAYS ST

RAMSEY ST

LIVINGSTON ST

8TH ST

6TH ST

4TH ST

3RD ST

2ND ST

1ST ST

SAN GORGONIO AVE

ALESSANDRO ST

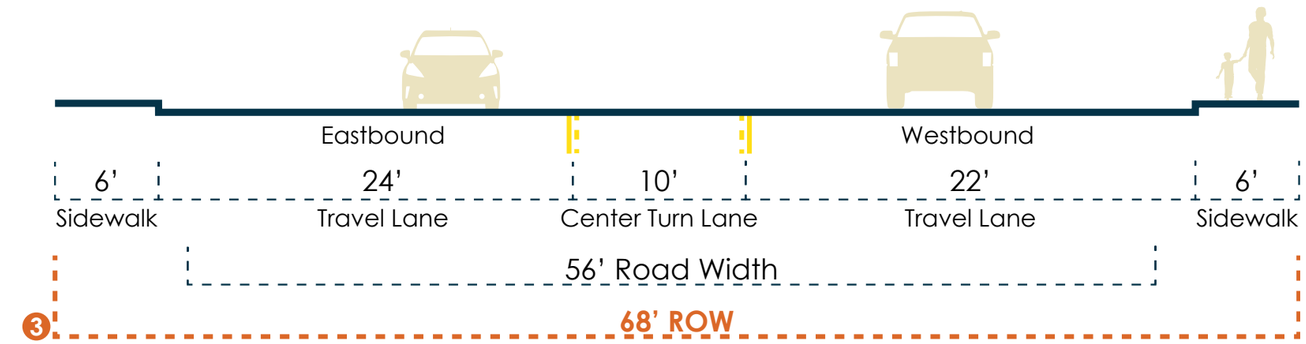
MARTIN ST

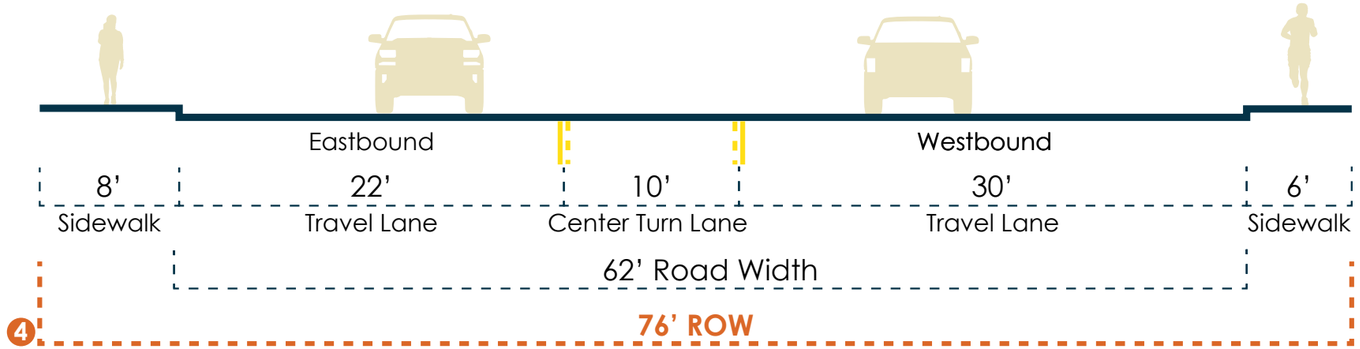
0 300' 600'

Ramsey & 6th St

Ramsey near 6th St has no bicycle pedestrian crashes from 2010-2021. Street widths are 56' and 62' in this section with ROW of 68' and 76' respectively. A mid block crossing of Ramsey on the east side of 6th St provides pedestrians the ability to cross but is minimal in treatment with "ladder" treatment and only one sign on the right side of street in either direction. The crossing of 6th St is even less apparent with only a stop sign and standard markings. Sidewalks are 6' for most of this section, causing tight conditions for all users, especially those with mobility challenges due to hydrants, light posts, benches, and trash recycling bins blocking the sidewalk.

The most significant issue with the mid-block crossing of Ramsey is the north side in which the crosswalk runs into cracked and uneven sidewalk with no real curb cut between two driveways. The north sidewalk here is non linear east to west causing pedestrians to navigate arduous curb and sidewalk conditions. Nearby on the north side of Ramsey east of the entrance to 6th St is a bus stop with bench but no shelter which could be added in the empty space behind it or with sidewalk widening.



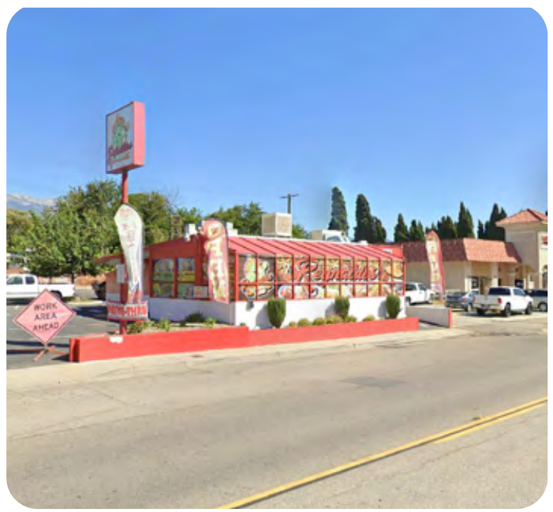




① Opportunity for Bus Shelter



② Significant Sidewalk Issue



③ Potential for Sidewalk Extension & Parklet/Parkway

CONSTRAINED 6' SIDEWALK CONDITIONS; HISTORIC STREET LIGHTS CREATE NARROW CONDITIONS

SMALL DRIVEWAYS HAVE NON-LEVEL SLOPES

VACANT LOT

OPPORTUNITY TO ADD BUS SHELTER TO BUS STOP

RED CURB, TYP.

SIGNIFICANT SIDEWALK ISSUE; NOT ADA COMPLIANT

OPPORTUNITY FOR TRUNCATED DOMES

OPPORTUNITY TO BRING SIDEWALK LEVEL ACROSS

VACANT LOT

64'

6'

68'

56'

22'

10'

24'

1

2

RAMSEY ST

76'

62'

30'

10'

22'

3

4

OPPORTUNITY FOR PEDESTRIAN REFUGE ISLAND AND RECTANGULAR RAPID FLASHING BEACON (RRFB)

OPPORTUNITY FOR PARKLET OR PARKWAY

VACANT LOT

OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS

OPPORTUNITY FOR OFF-STREET PARKING AND LESS ON-STREET PARKING

6TH ST

BUS STOP + BUS SHELTER

BUS STOP + BENCH

BUS STOP

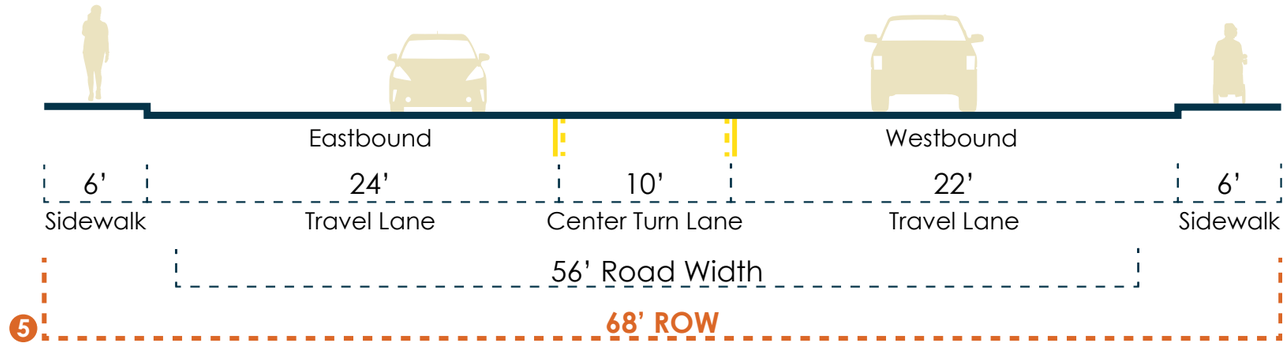
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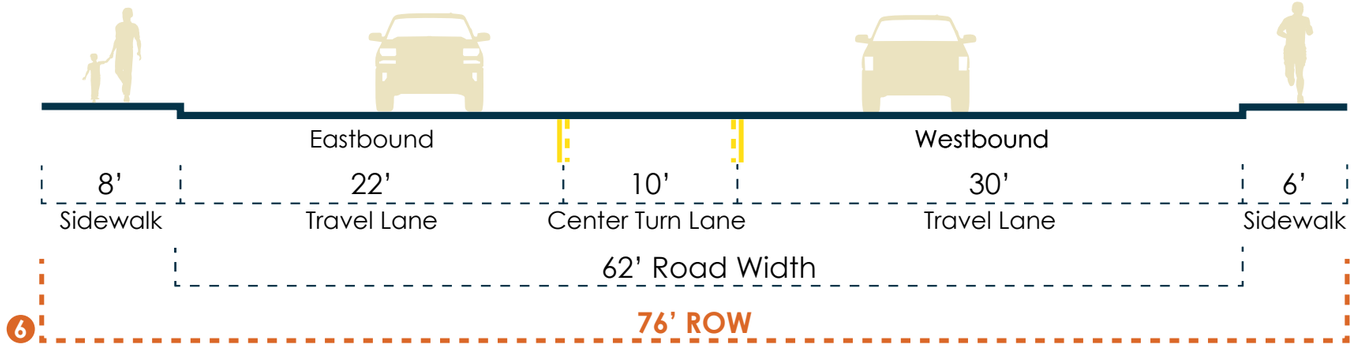


Ramsey & 4th St

One pedestrian was involved in a crash at the intersection of Ramsey and 4th St street in 2018 in which a driver headed north taking a left turn hit a 47 year old female pedestrian. The condition at this intersection is similar to others along Ramsey with standard low visibility markings and no pedestrian signage. Travel lanes are wide, accommodating parking in some areas between driveways. The street width ranges from 56' and 62' with ROW of 68' and 76' respectively. The sidewalk again on the north side of Ramsey is linearly inconsistent with a jog approximately 125' west of the intersection where a vacant property, potentially a laundromat or other business abuts the exit of the Bella Vista Cottages and Apartments. Sidewalks in this section are mostly 6' leading again to narrow conditions for pedestrians along the busy street.

There is one bus stop and bench outside of the Bella Vista property which could be improved with a shelter and moved out of the sidewalk using the open space behind. The opposite side of the street to the west has a stop with shelter and bench directly in front of the greyhound station that shares parking and building with the Riverside County Department of Public Services. Potentially some, or many of those using these services commute to and from on bus and could benefit from real-time bus headway information.







① Opportunity for Bus Shelter



② Inconsistent Sidewalk



③ Intersection

OPPORTUNITY TO ADD BUS SHELTER TO BUS STOP

INCONSISTENT SIDEWALK AND MULTIPLE DRIVEWAYS SURROUNDING BUS STOP CREATES UNSAFE PEDESTRIAN CONDITIONS

VACANT LOT - IN DISCUSSION FOR LAUNDROMAT/ICE CREAM SHOP

OPPORTUNITY TO EXPAND SIDEWALK; COULD POTENTIALLY IMPROVE INTERSECTION AND REALIGN CROSSWALK

VACANT LOT

1

2

3

RAMSEY ST

70'

56'

22'

10'

24'

5

76'

62'

30'

10'

22'

6

4TH ST

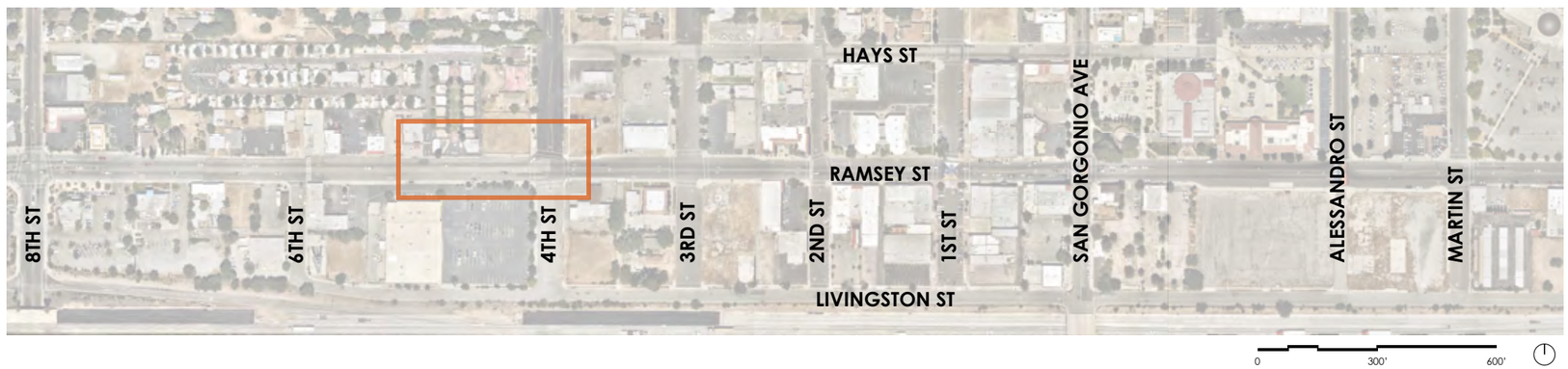
OPPORTUNITY TO IMPROVE BUS STOP/SHELTER

RED CURB, TYP.

OPPORTUNITY FOR TRUNCATED DOMES

OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.

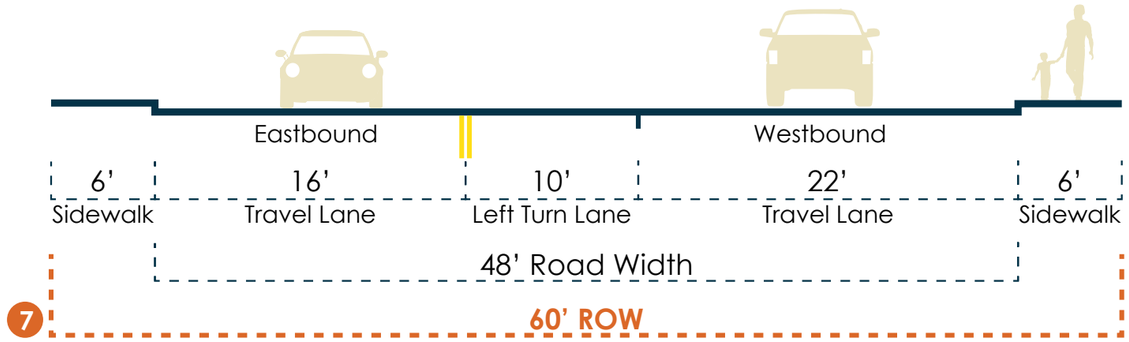
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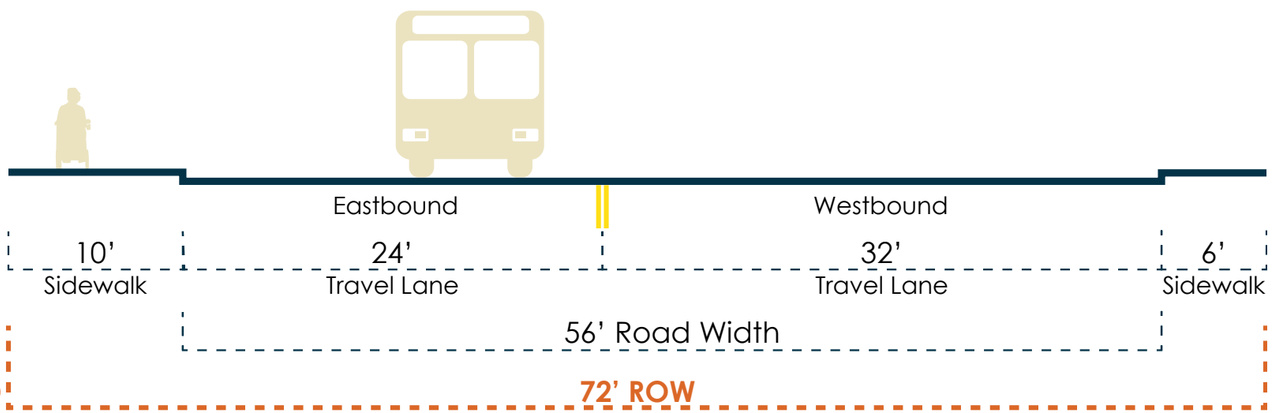


Ramsey & 3rd St

The intersection of Ramsey and 3rd St is less intense only having travel lanes and no specified turn lanes. Sharrows on Ramsey are the standard causing cyclists to navigate traffic. The street widths in this section are 48' and 56' with ROW at 60' and 72' respectively. Opportunities for curb extensions exist at this and many other intersections along Ramsey given the wide street conditions.

There is a bus stop with bench on the southeast corner of Ramsey and 3rd St in front of a vacant lot west of the Boys and Girls Club which could be improved with a shelter. Between the vacant lot and the Boys and Girls Club is an Alley which has potential to be activated with art and other pedestrian oriented amenities.







① Opportunity for Parklet or Parkway



② Opportunity for Curb Extension



③ Opportunity for Sidewalk Extension

VACANT LOT

ANGLED PARKING

OPPORTUNITY FOR PARKLET OR PARKWAY

58'

116'

7'

60'

48'

22'

10'

16'

1

2

3

OPPORTUNITY TO ADD CURB EXTENSION

RED CURB, TYP.

IN DISCUSSION FOR SMALL MARKET

IN DISCUSSION FOR CORNER RESTUARANT ON BOTTOM FLOOR

OPPORTUNITY TO EXTEND SIDEWALK

72'

56'

32'

24'

RAMSEY ST

7

8

OPPORTUNITY FOR TRUNCATED DOMES

OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.

ALLEYWAY, TYP.

3RD ST

OPPORTUNITY FOR BUS SHELTER

BOYS AND GIRLS CLUB LOT
SEE SHEETS XX FOR CONCEPTS

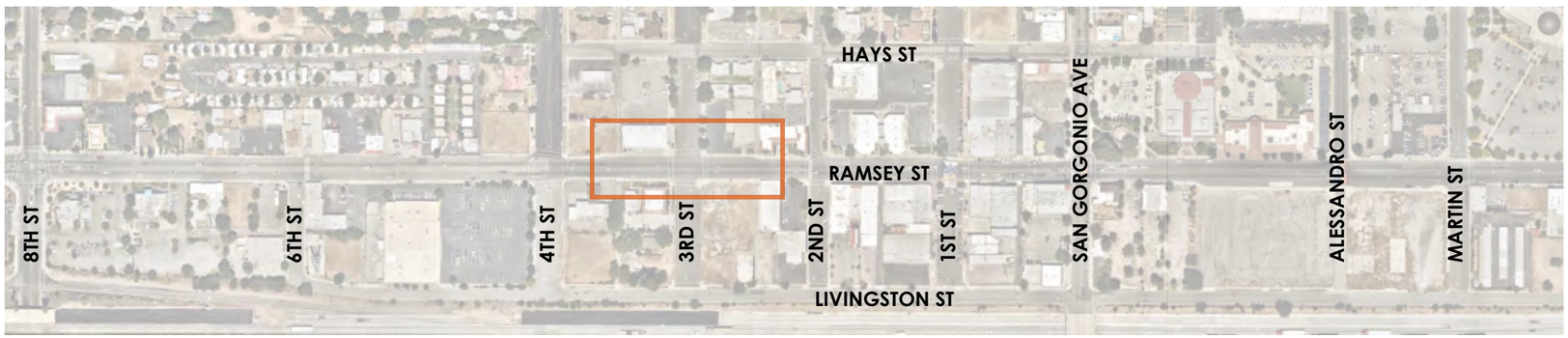
OPPORTUNITY TO INCLUDE SITE AND ALLEY

BUS STOP + BUS SHELTER

BUS STOP + BENCH

BUS STOP

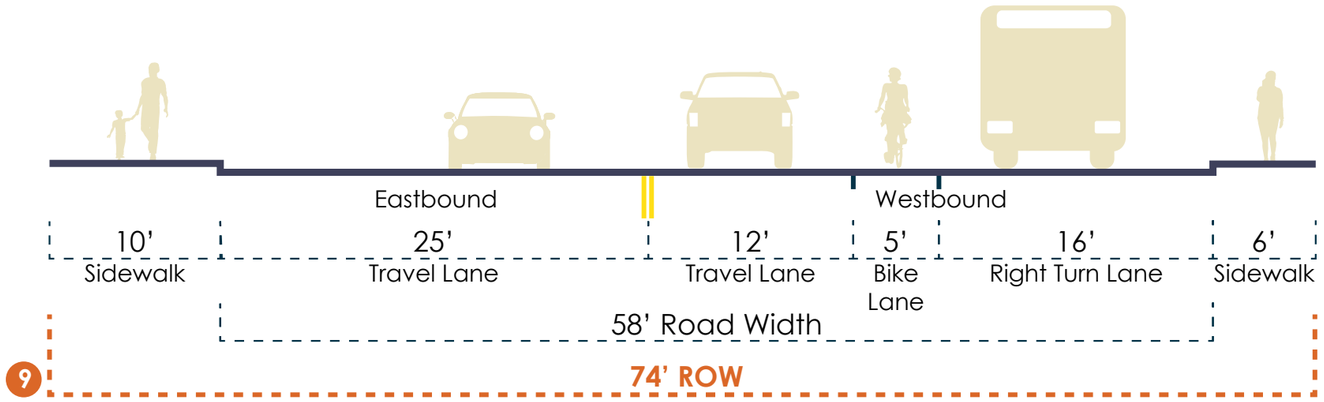
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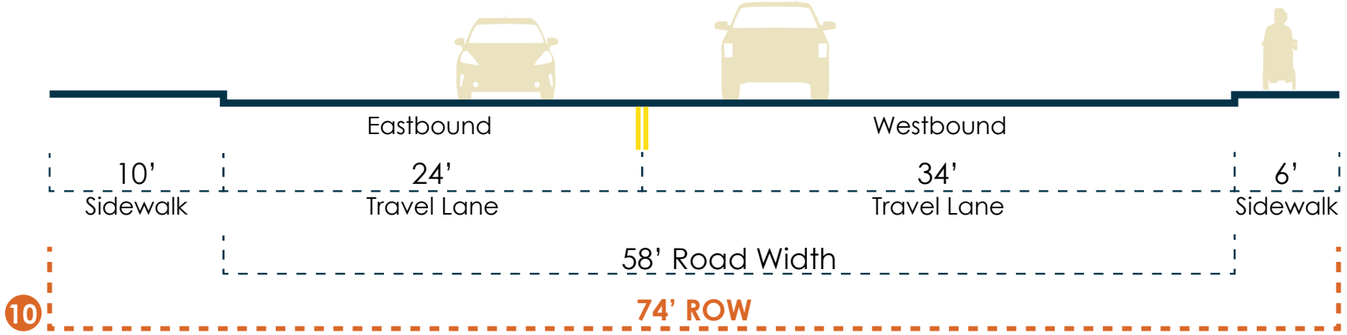


Ramsey & 2nd St/1st St

The street in the section of Ramsey between 2nd and 1st St street is 58' wide with a ROW of 74'. At the intersection of 2nd St westbound is a "pocket" bike lane between a 16' right turn and 12' travel lane. Again, due to the inconsistency of the northern sidewalk, geometry of intersections is misaligned. The north eastern corner of the intersection of 2nd St and Ramsey is shifted north causing the crosswalks to be slightly angled. Realignment of the intersection with curb extensions would give consistency to Ramsey and make navigation for all users easily understood. Additionally the southern sidewalk on Ramsey here is 6' and should be widened to accommodate more pedestrians in the heart of downtown.

The intersection of Ramsey and 1st St has artwork in the middle and is an example of how art can bring excitement to a street and visually slow drivers via conditions oriented towards non automobile users. There are two bus stops with benches in this section providing access to downtown. One is on the northwest corner of Ramsey and 2nd St, while the other is on the northwest corner of Ramsey and 1st St. These stops could potentially be combined due to close proximity, allowing for more investment at one stop rather than two approximately 300' apart.







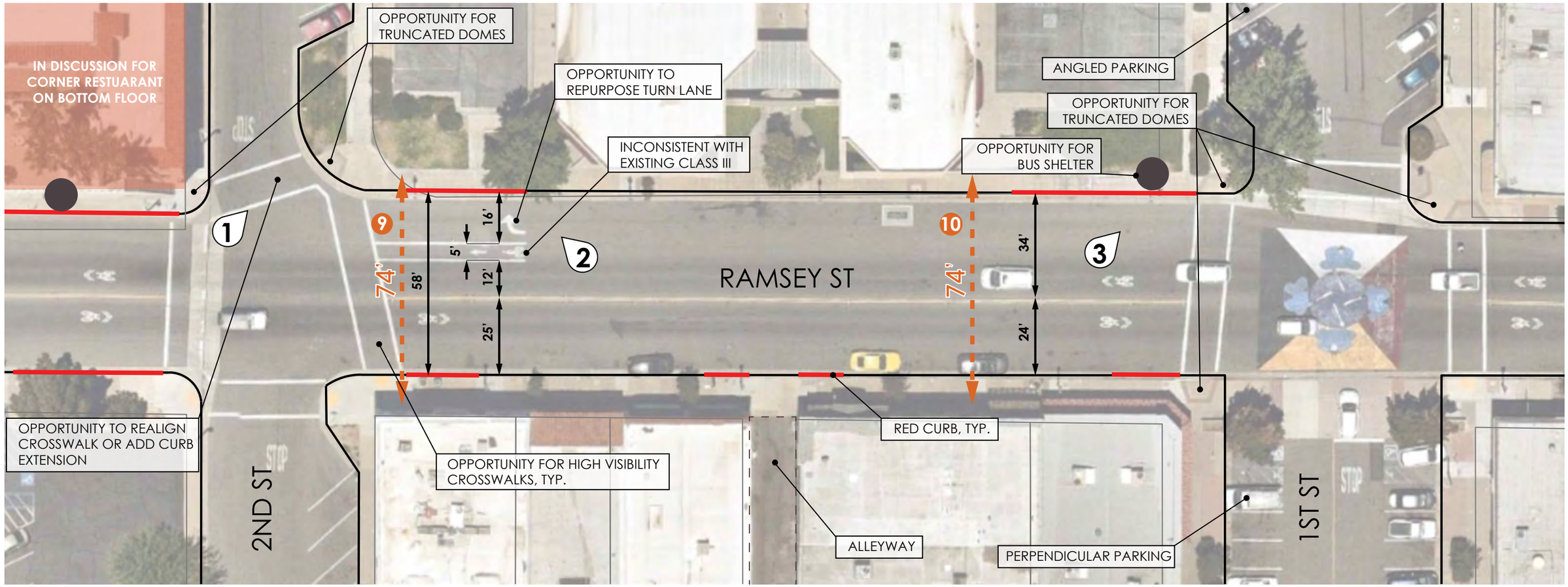
① Crosswalk Realignment or Curb Extension

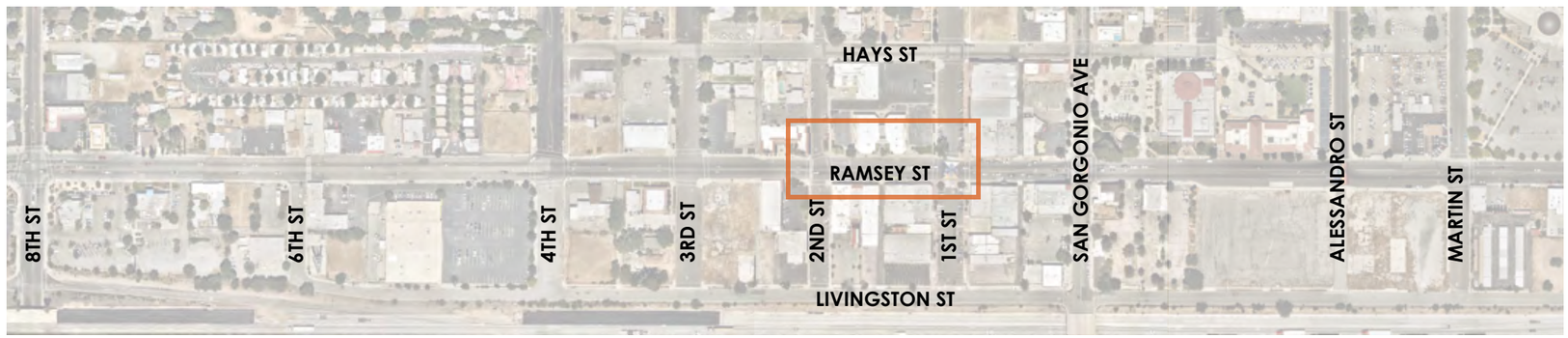


② Turn Lane and Bike Lane



③ Opportunity for Bus Shelter

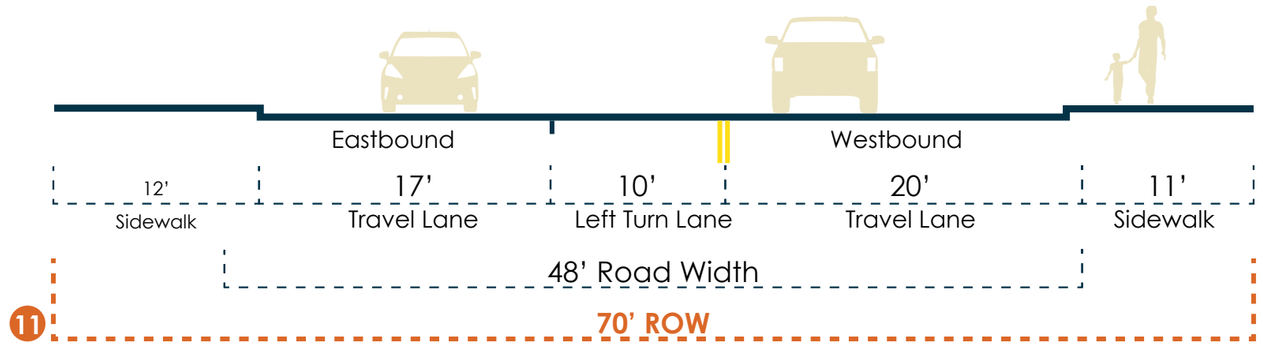

IN DISCUSSION FOR CORNER RESTUARANT ON BOTTOM FLOOR
OPPORTUNITY FOR TRUNCATED DOMES
OPPORTUNITY TO REPURPOSE TURN LANE
INCONSISTENT WITH EXISTING CLASS III
ANGLED PARKING
OPPORTUNITY FOR TRUNCATED DOMES
OPPORTUNITY FOR BUS SHELTER
1
2
3
9
10
74'
58'
16'
5'
12'
25'
34'
24'
RAMSEY ST
OPPORTUNITY TO REALIGN CROSSWALK OR ADD CURB EXTENSION
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.
RED CURB, TYP.
ALLEYWAY
PERPENDICULAR PARKING
2ND ST
1ST ST
STOP
BUS STOP + BUS SHELTER
BUS STOP + BENCH
BUS STOP
0
50'
100'

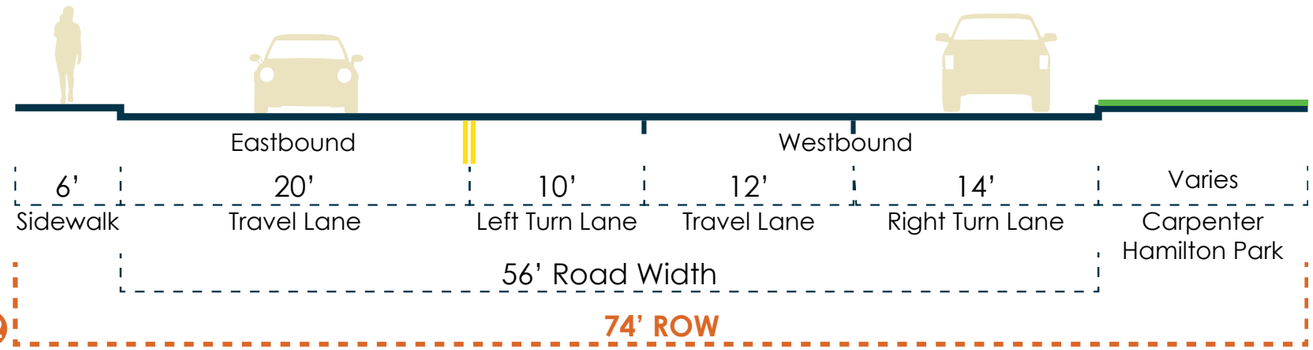

HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

Ramsey & San Gorgonio

Another major intersection of downtown is Ramsey and San Gorgonio Ave. San Gorgonio connects the south side of Banning on the other side of I-10 that runs east-west just south of Livingston and the study area. San Gorgonio is the middle of the three crossings that span the approximate mile of downtown with the others being 8th St Street at the west and Hargrave Street to the east. This results in more traffic coming through this intersection and is a direct connection point along the route between middle, elementary schools north of Ramsey and the high school to the south.

Similar opportunities exist here for curb extensions, and bike lanes, in addition to others more unique to this segment like the presence of Carpenter Hamilton Park on the northeast corner of the intersection. Another opportunity is the alley at the historic Fox Theater which opened in 1928 [1] and has potential to be a vibrant pedestrian oriented space.







① Obstructed for Parklet or Parkway



② Opportunity for Curb Extension



③ Opportunity for Active Transportation Space and Downtown Gateway

1 *CinemaTreasures.org- 2010*

OPPORTUNITY TO DIRECT ON-STREET PARKING TO OFF-STREET PARKING

RED CURB, TYP.

PARK OPPORTUNITY

1

2

3

70'

74'

48'

56'

20'

10'

18'

14'

12'

10'

20'

11

12

RAMSEY ST

OPPORTUNITY TO REMOVE ON-STREET PARKING DUE TO INCONSISTENT CURB MARKINGS

OPPORTUNITY FOR TRUNCATED DOMES

OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.

BUS STOP + BUS SHELTER

BUS STOP + BENCH

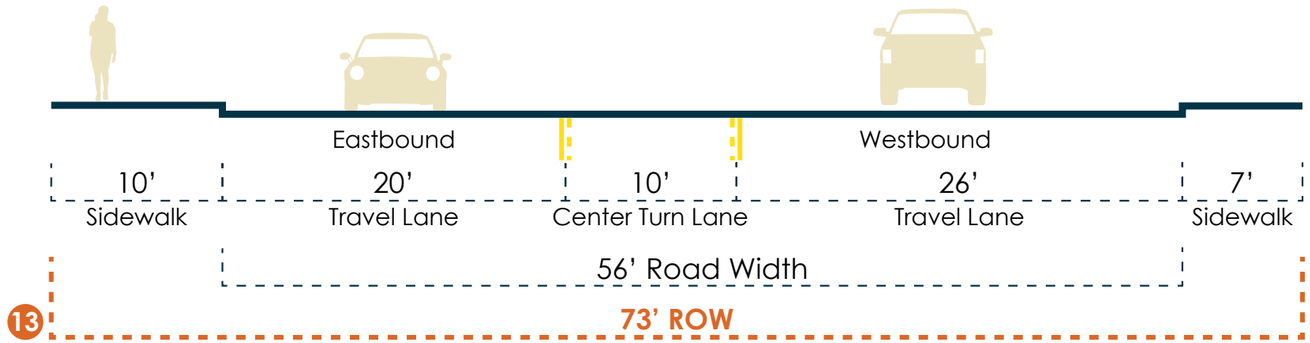
BUS STOP

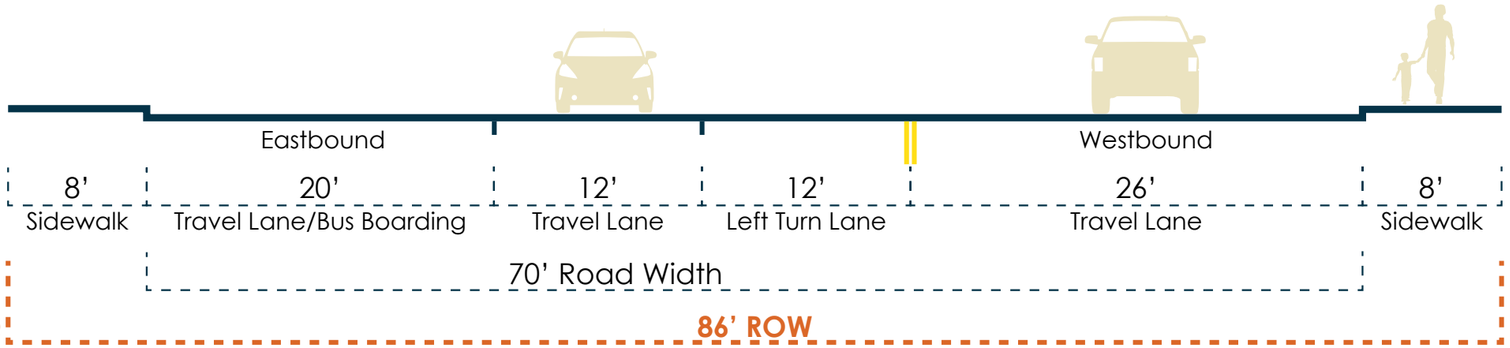
0 50' 100'



Ramsey & Alessandro

Ramsey between San Gorgonio and Alessandro has a street width that changes due to the bus stop and what appears to be parking. The street width goes from 56' to 70' heading west with ROW of 73' and 86' respectively. The street in the bump-out adjacent to the bus stop could be transformed into other uses ranging from formal parking, to parklets, or active transportation lane. The intersection of Alessandro and Ramsey could be improved with high visibility crosswalks.







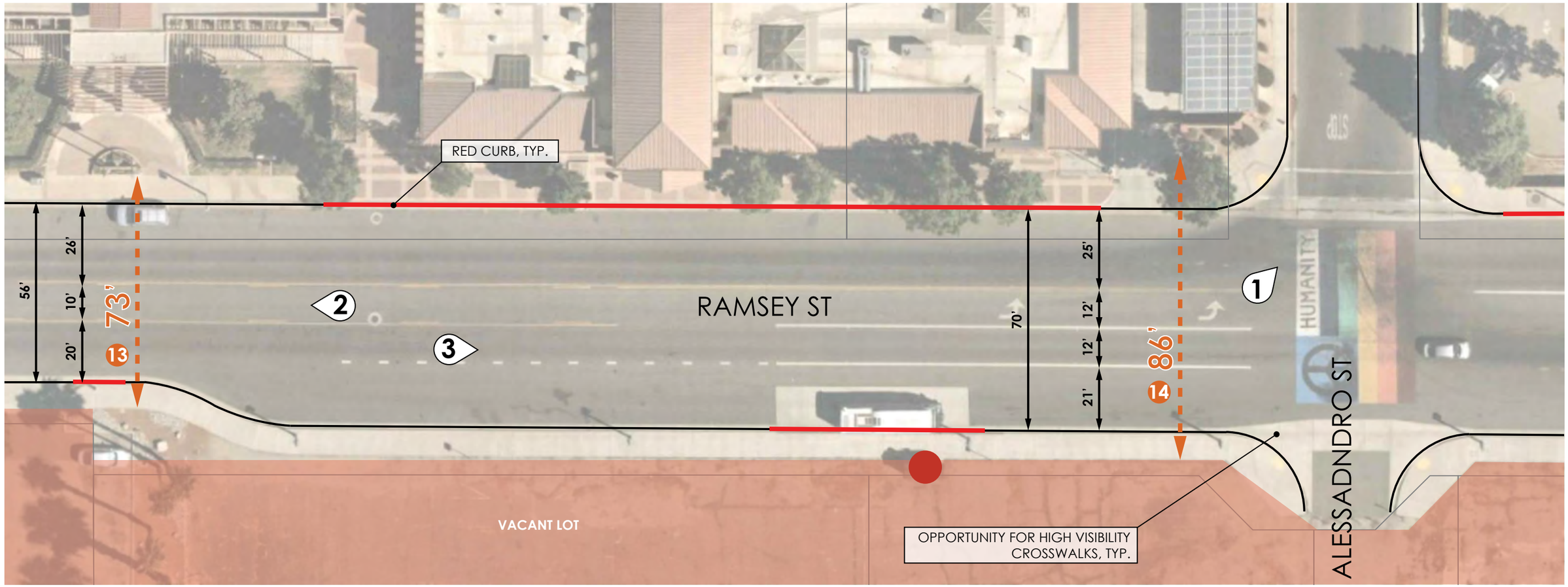
① Opportunity for High Visibility Crossing



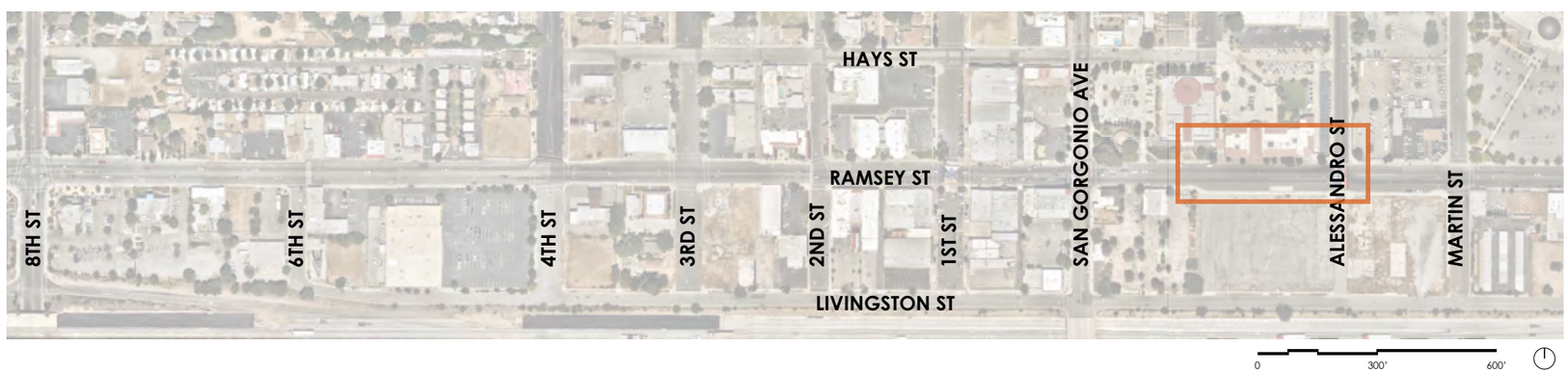
② Opportunity for More Active Modes Street Allocation



③ Wide Street Induces Speeding With 25 MPH Limit

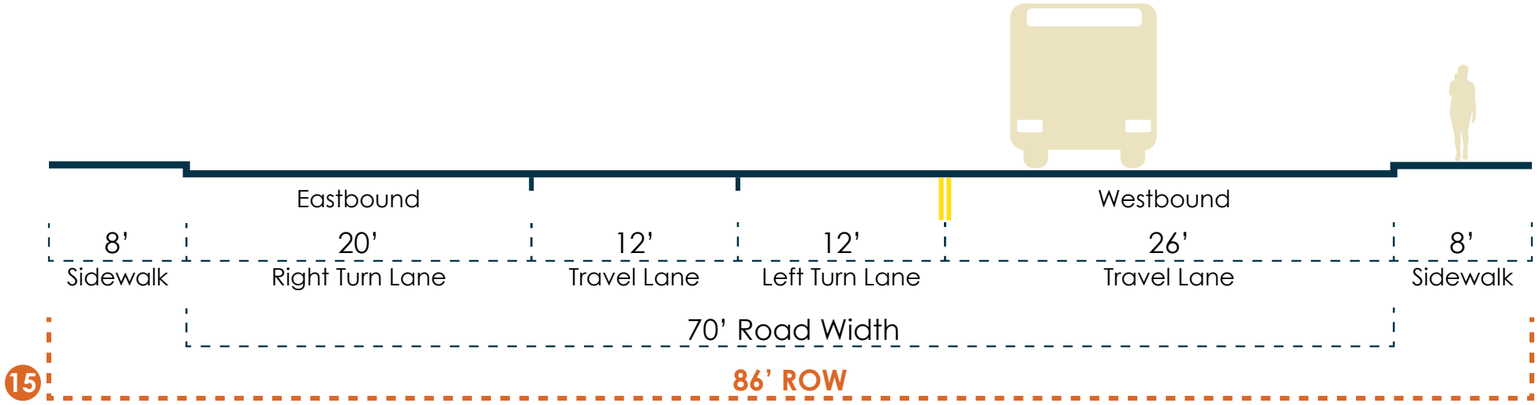


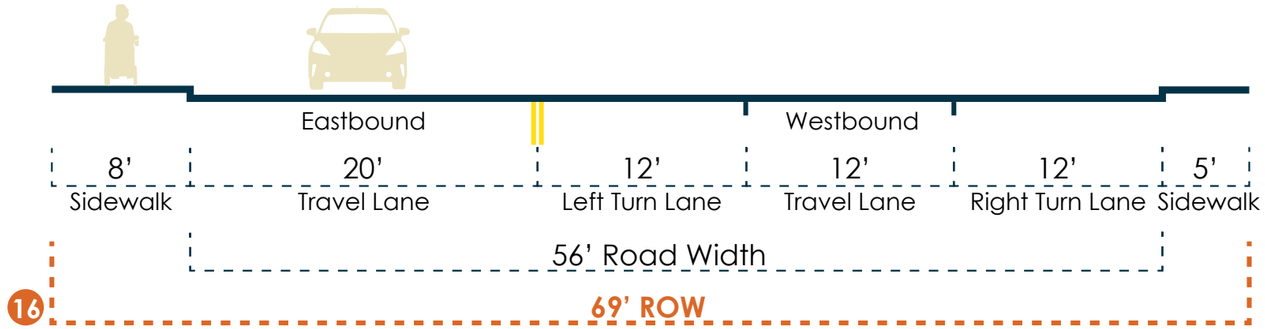
BUS STOP + BUS SHELTER BUS STOP + BENCH BUS STOP



Ramsey & Martin

Ramsey at the end of the study area at Martin is 56' wide with a ROW of 69' Improvements to this intersection include high visibility crossings and wider sidewalk on the south side of Ramsey. Curb extensions at the intersection could also provide safer and shorter crossing at this point of Ramsey which might have higher speeds as it is where traffic comes in and out of downtown.







① Opportunity for Curb Extension

OPPORTUNITY FOR CURB EXTENSION

RED CURB, TYP.

OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.

RAMSEY ST

MARTIN ST

STOP

15 86'

70'

26'

12'

12'

20'

1

16 69'

56'

12'

12'

12'

20'

BUS STOP + BUS SHELTER

BUS STOP + BENCH

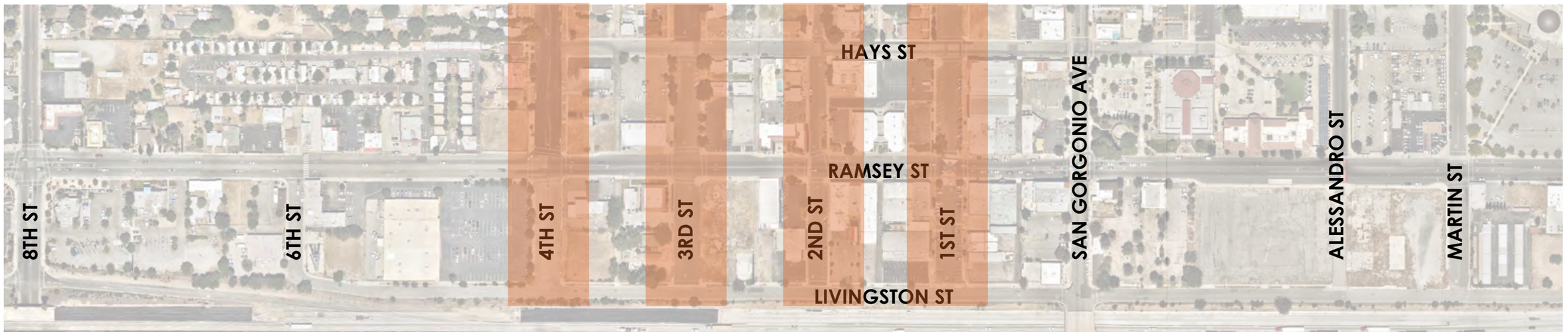
BUS STOP

0 50' 100'



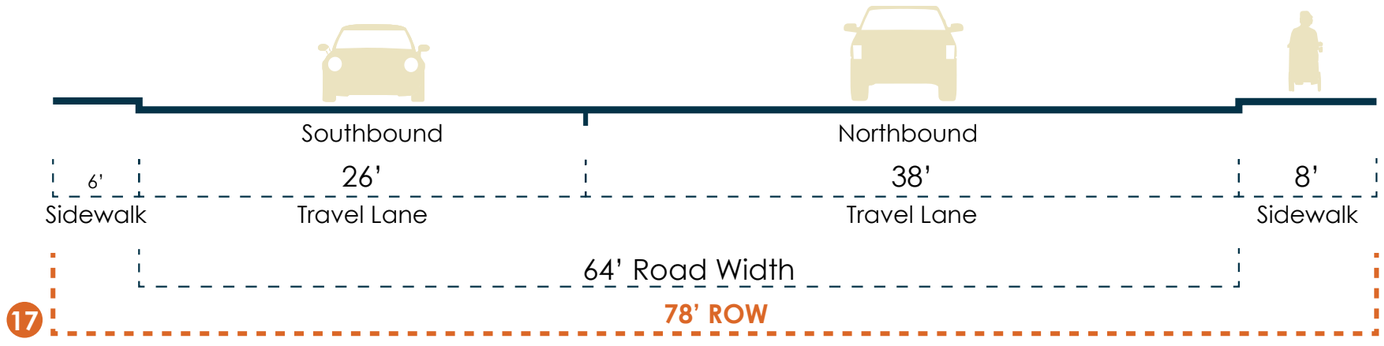
SECTION DIAGRAMS - 4TH-1ST STREETS

The streets connecting north-south from Livingston to Ramsey and Hays provide access to the “back of house” nature of Livingston, as well as the downtown heart of Ramsey. Parking can be found on all of these streets in various forms but not always optimized which if done well, could add more parking to these streets and remove some from Ramsey creating a more pedestrian and non automobile focused downtown center.


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

4th St & Livingston/Ramsey

The segment of 4th St between Livingston and Ramsey has faint turn lanes and no designated parking. It's sandwiched between the large parking lot of the Riverside County Department of Public Social Services and a car mechanic/ vacant lot. The street is 64' with an 80' ROW. Completing the sidewalk along the vacant lot will be necessary to make this a functioning street of downtown.





① Incomplete Sidewalk



② Wide Street and Crossing

OPPORTUNITY FOR TRUNCATED DOMES

OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS AND STOP BAR STRIPING

OPPORTUNITY TO REMOVE TURN POCKET AND RESTRIPE THE STREET FOR ANGLED PARKING ON BOTH SIDES

OPPORTUNITY FOR TRUNCATED DOMES

OPPORTUNITY TO EXPAND SIDEWALK; COULD POTENTIALLY IMPROVE INTERSECTION AND REALIGN CROSSWALK

1

2

4TH ST

26'

38'

64'

78'

17

LIVINGSTON ST

RAMSEY ST

OPPORTUNITY FOR SIDEWALK COMPLETION

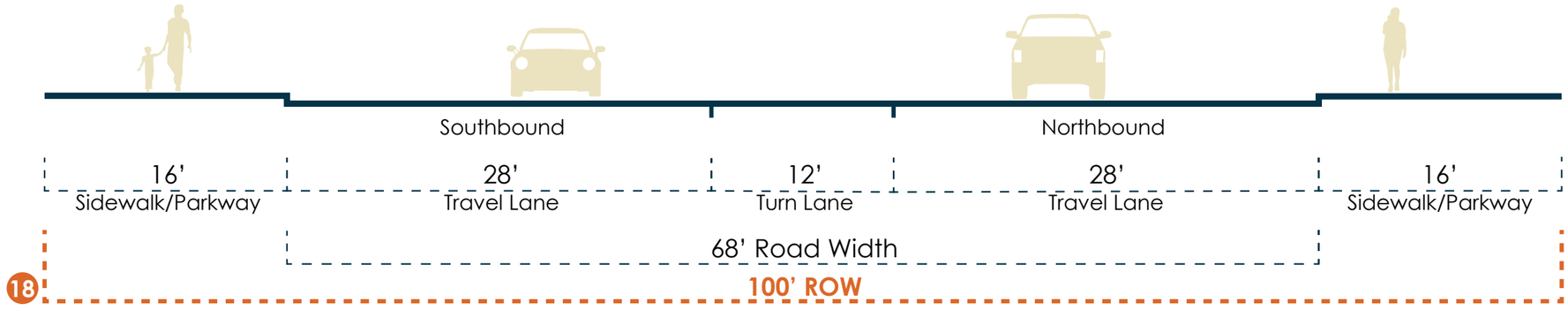
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS AND STOP BAR STRIPING, TYP.

0 50' 100'



4th St & Hays

Continuing north on 4th St to Hays, the street is 68' with a 100' ROW. There is minimal striping on this wide street segment, and the striping that exists is confusing for all users due to the non uniformity of it. Re-striping a turn lane and other elements can help with traffic calming and help all users understand where they should be in the street.





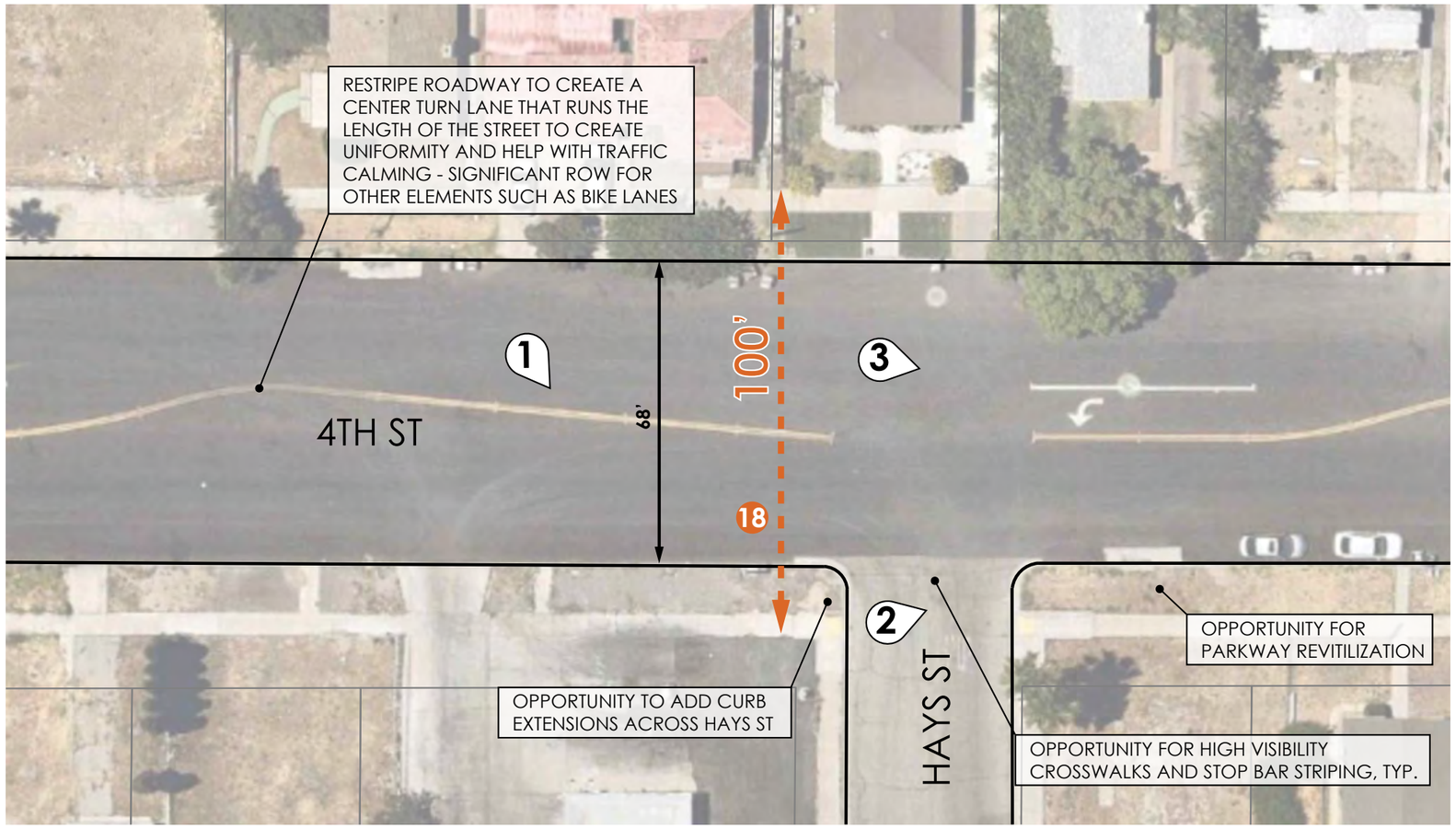
① Wide Street With No Crossings



② Narrow Sidewalk



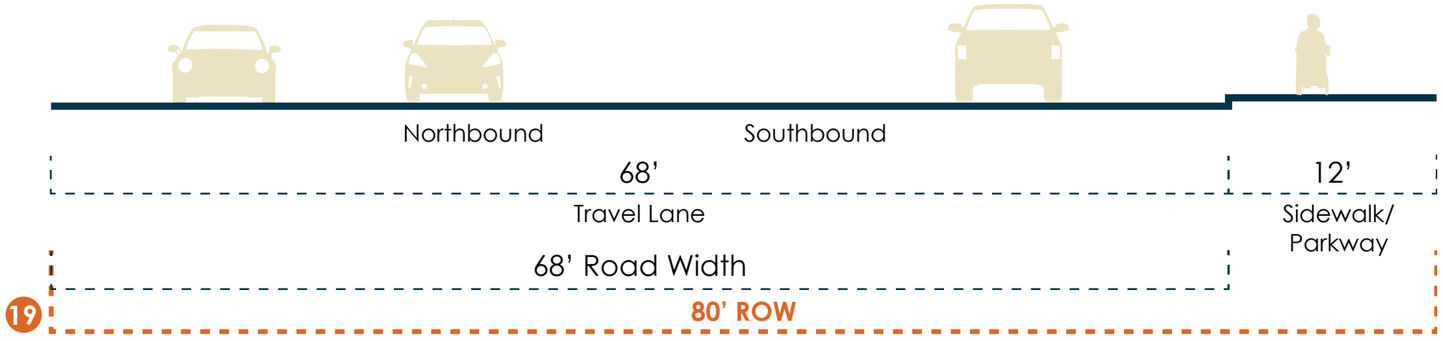
③ Inconsistant Striping


RESTRIPE ROADWAY TO CREATE A CENTER TURN LANE THAT RUNS THE LENGTH OF THE STREET TO CREATE UNIFORMITY AND HELP WITH TRAFFIC CALMING - SIGNIFICANT ROW FOR OTHER ELEMENTS SUCH AS BIKE LANES
1
3
4TH ST
89'
100'
18
2
HAYS ST
OPPORTUNITY TO ADD CURB EXTENSIONS ACROSS HAYS ST
OPPORTUNITY FOR PARKWAY REVITILIZATION
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS AND STOP BAR STRIPING, TYP.
0
50'
100'


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

3rd St & Livingston/Ramsey

On 3rd St between Livingston and Ramsey is another wide street with a width of 68’ and ROW of 80’. The east side of the street has no sidewalk and has vacant lots the whole length between 3rd St and the Boys and Girls Club. The west side of the street is a mix of commercial near Ramsey and residential with newly renovated houses on the southern half of the block. These houses however are for sale and have no sidewalk built in front. Restriping angled parking here could provide spaces for park and downtown users.





① Inconsistant Sidewalks



② Some Curb Extensions

OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS AND STOP BAR STRIPING, TYP.

OPPORTUNITY FOR CURB EXTENSION

OPPORTUNITY FOR TRUNCATED DOMES

OPPORTUNITY TO RESTRIPE THE STREET FOR ANGLED PARKING ON BOTH SIDES - WILL PROVIDE PARKING FOR NEW PARK

1

2

3RD ST

68'

80'

19

LIVINGSTON ST

RAMSEY ST

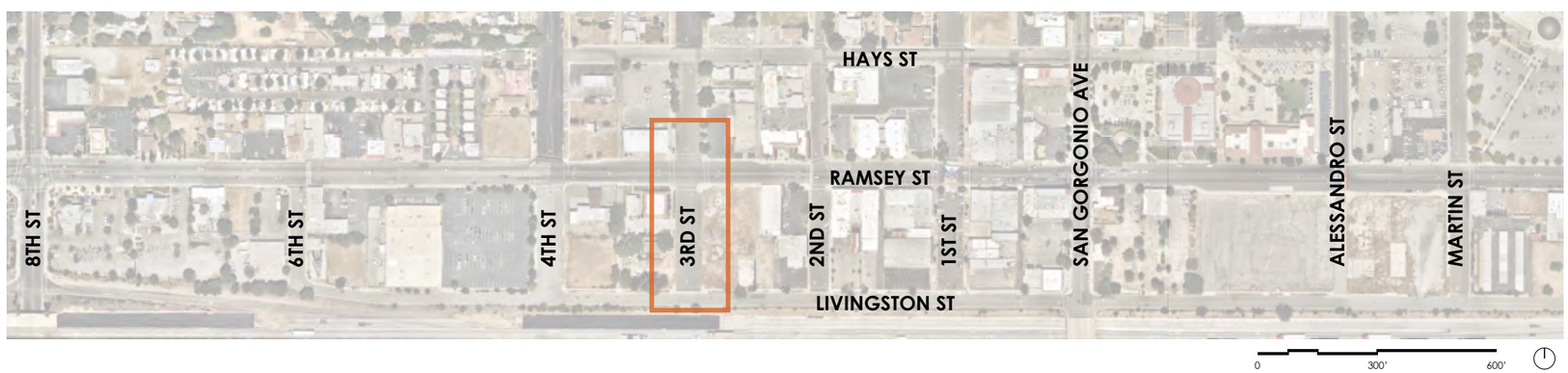
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS AND STOP BAR STRIPING, TYP.

OPPORTUNITY FOR CURB EXTENSION

OPPORTUNITY FOR SIDEWALK COMPLETION

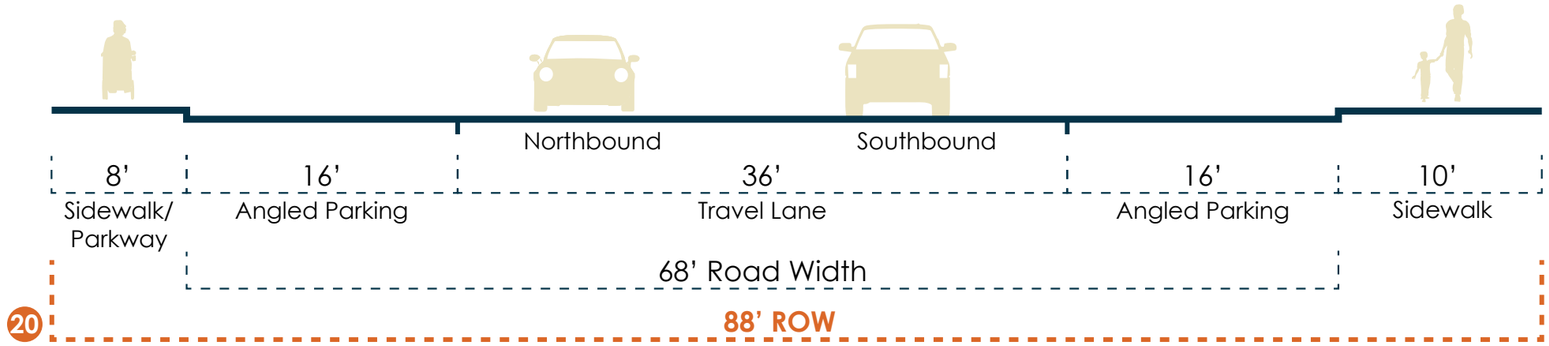
OPPORTUNITY TO ADD CURB EXTENSION

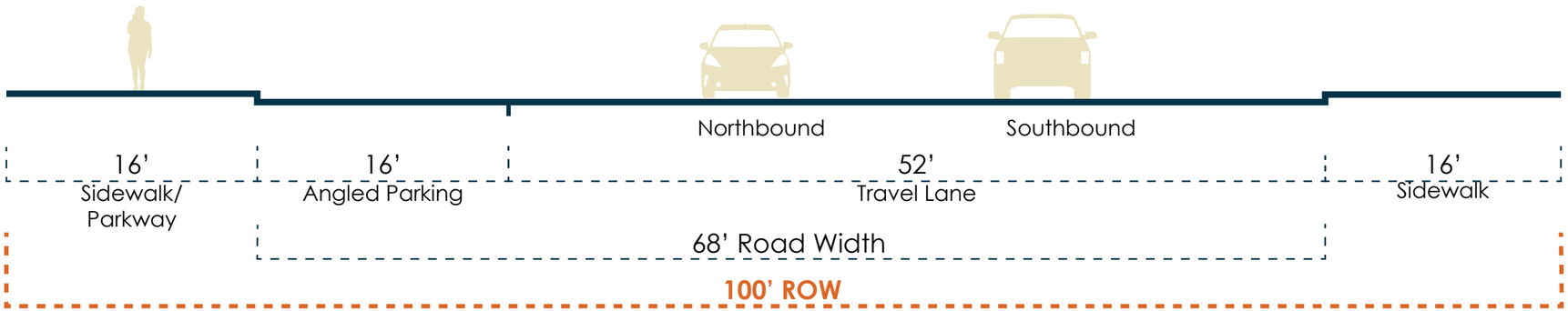
0 50' 100'



3rd St & Hays

This segment of 3rd St is an example of angled parking on side streets that can be added to other streets to offset removal of some or all parking on Ramsey. Street width is 68' and the ROW is 88' and 100'. Crosswalk and curb extension improvements would help make this type of street safer for non automobile users as drivers look for parking and may be distracted. Other issues relate to sidewalk alignment with the east sidewalk being jogged due to new parking lot paving causing sidewalk users to navigate into paved driveway to avoid existing utility box.







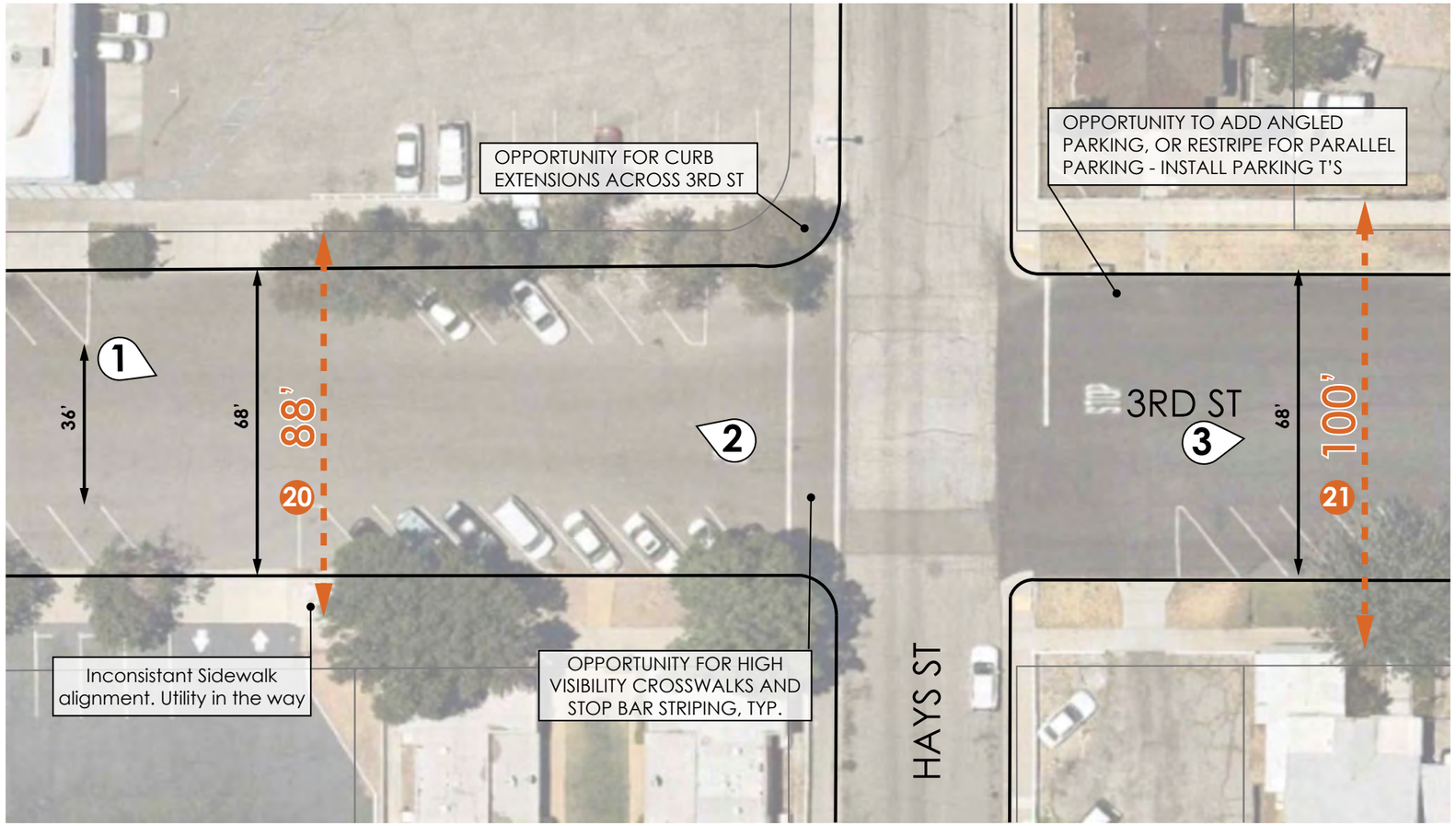
① Angled Parking and Inconsistent Sidewalk

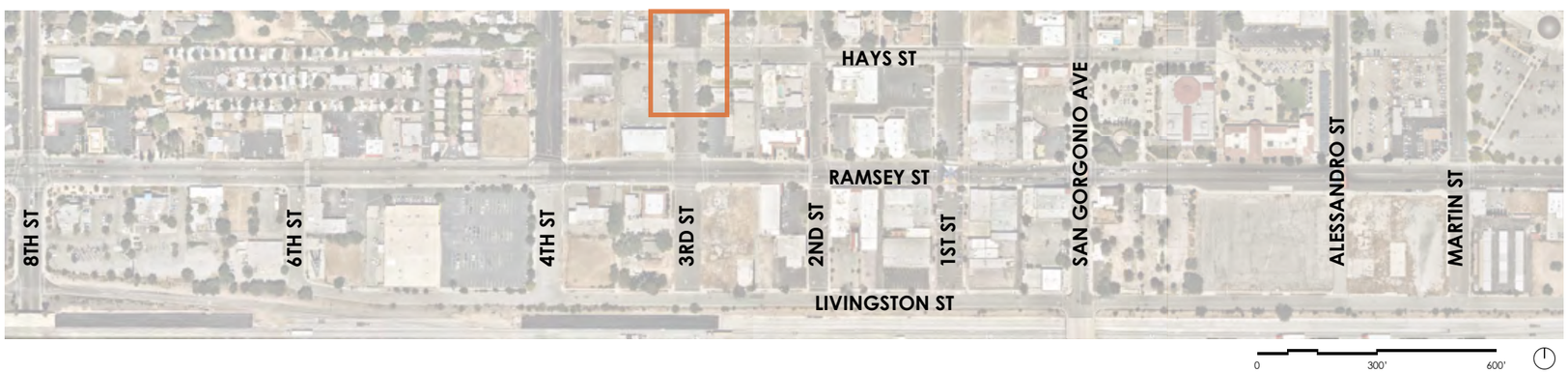


② No Markings Besides Angled Parking



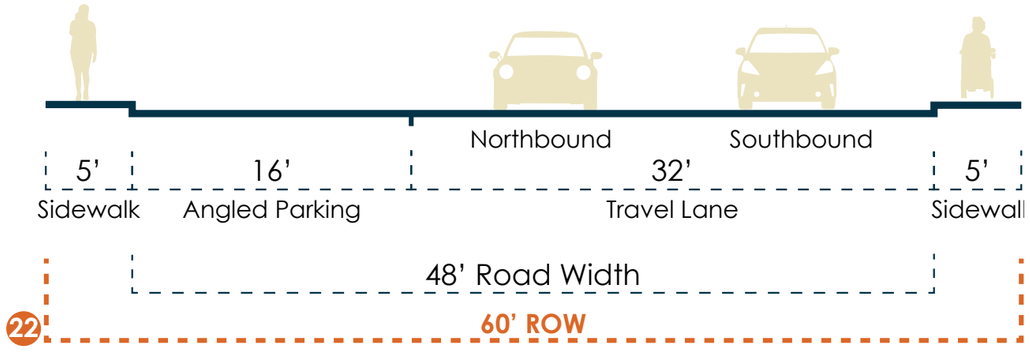
③ Old, Non Marked Pavement


OPPORTUNITY FOR CURB EXTENSIONS ACROSS 3RD ST
OPPORTUNITY TO ADD ANGLED PARKING, OR RESTRIPE FOR PARALLEL PARKING - INSTALL PARKING T'S
1
2
3
3RD ST
36'
68'
88'
68'
100'
20
21
Inconsistant Sidewalk alignment. Utility in the way
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS AND STOP BAR STRIPING, TYP.
HAYS ST
0
50'
100'


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

2nd St & Livingston/Ramsey

On 2nd St between Livingston and Ramsey the street is 48' with a ROW of 60'. Angled parking is on the northbound side while the southbound is a mix of green curb and unmarked parallel spaces. Potential to convert green curb to normal spaces for more downtown parking.





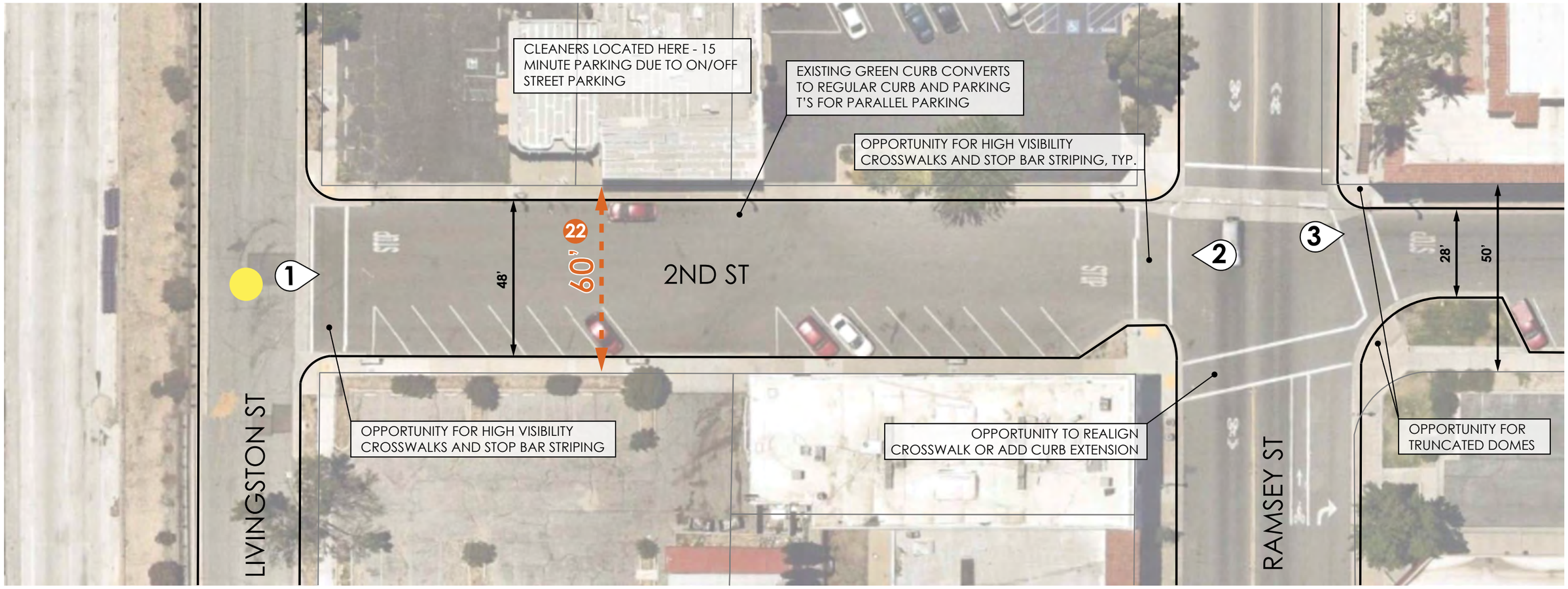
① Mixed Parking and Driveways



② Narrow Sidewalks

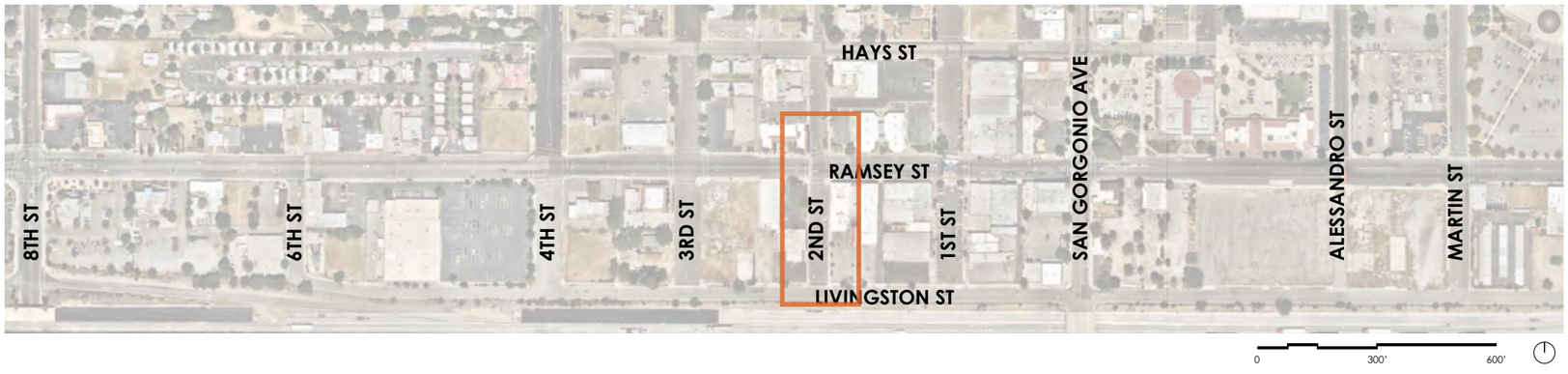


③ Narrow Sidewalk, Old Curb ramp



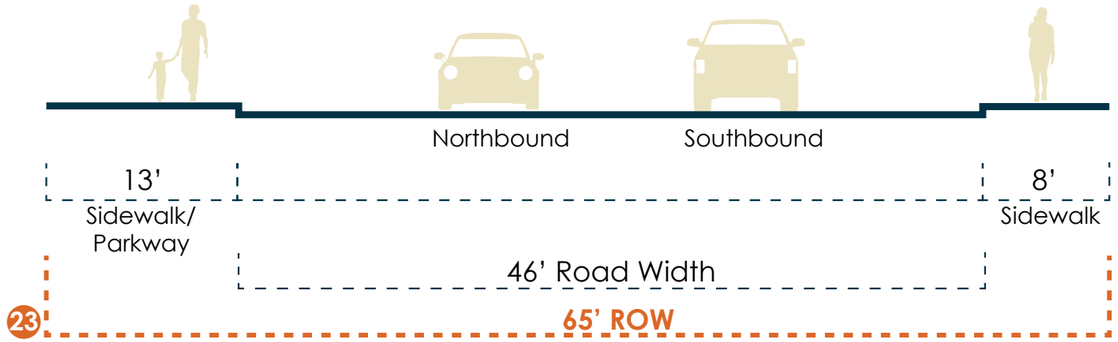
PEDESTRIAN INJURY

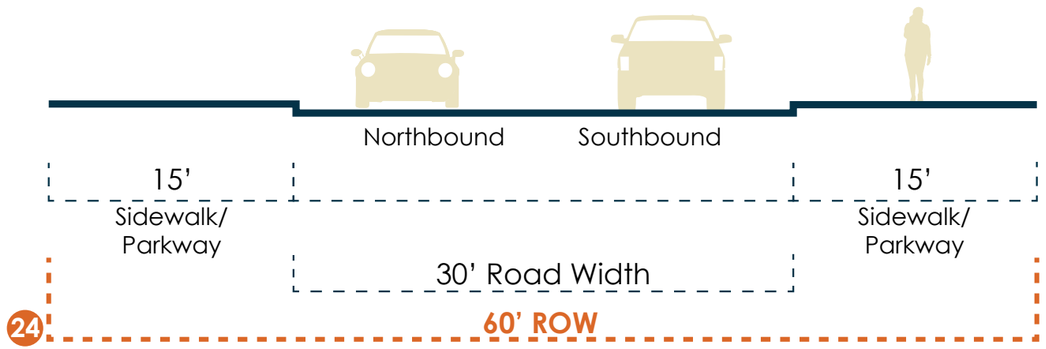
0 50' 100'



2nd St & Hays

The segment of 2nd St at Hays transitions from a 46' street to 30' with 65' to 60' ROW respectively as it moves north into the residential and elementary school area. There is parallel parking on this segment of 2nd St and could be turned into red curb on the northern end as the street width is 30' and near a school.



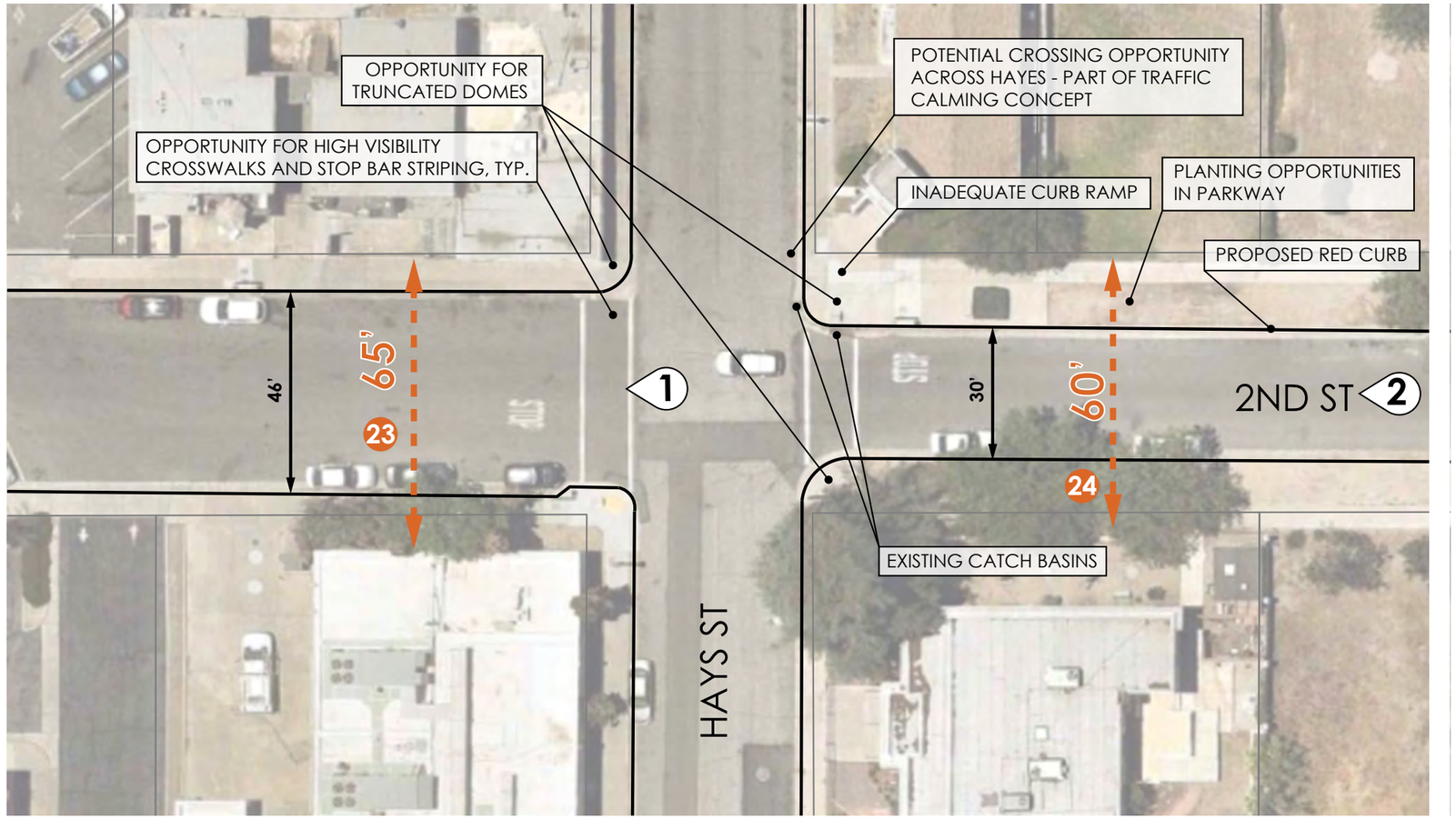


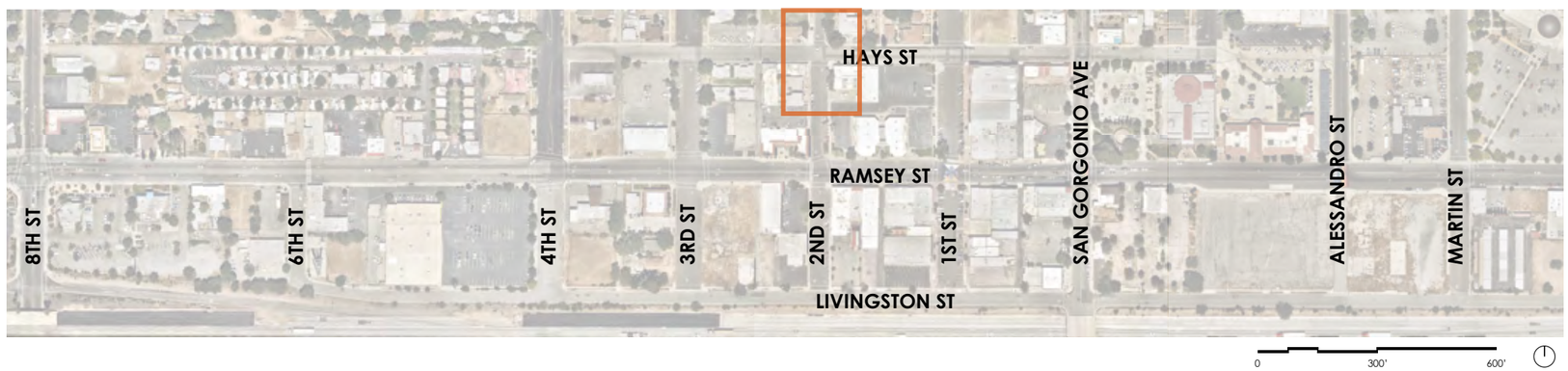


① Narrow Street With Unmarked Parallel Parking



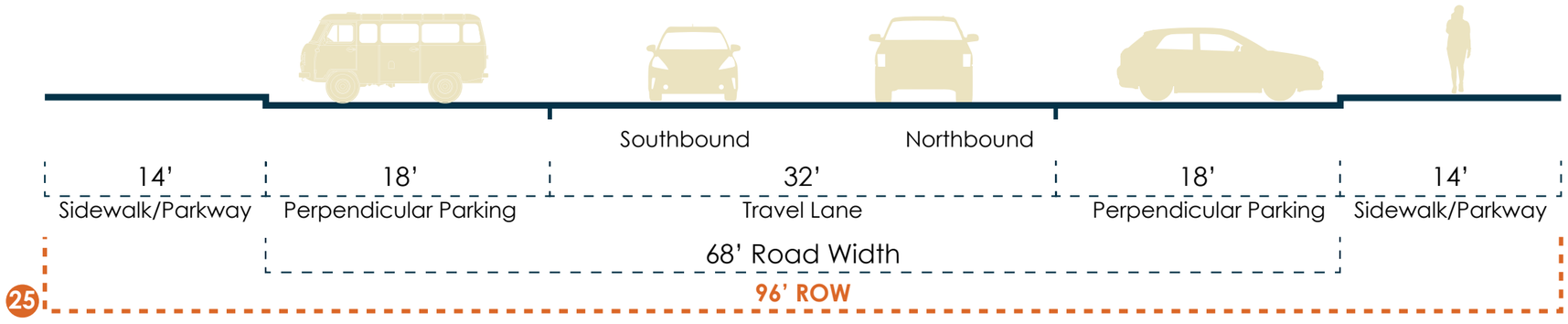
② Narrow Street With Unmarked Parallel Parking


OPPORTUNITY FOR TRUNCATED DOMES
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS AND STOP BAR STRIPING, TYP.
POTENTIAL CROSSING OPPORTUNITY ACROSS HAYES - PART OF TRAFFIC CALMING CONCEPT
INADEQUATE CURB RAMP
PLANTING OPPORTUNITIES IN PARKWAY
PROPOSED RED CURB
EXISTING CATCH BASINS
46'
65'
23
1
30'
60'
24
2ND ST
2
HAYS ST
0
50'
100'


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

1st St & Livingston/Ramsey

The segment of 1st St between Livingston and Ramsey looks and functions more as a parking lot than a street with either side having perpendicular parking and curbed driveway ramps in and out of the street onto Ramsey and Livingston. The street width is 68' with a 96' ROW divided by a dashed single line. The planters at the end with trees make sight-lines for turning onto adjacent streets difficult and are not standard in their location on what would be standard curb extension area. Opportunity for 1st to be a shared street that could allow some parking might make this central street of downtown more of desirable place to be and host events in town.





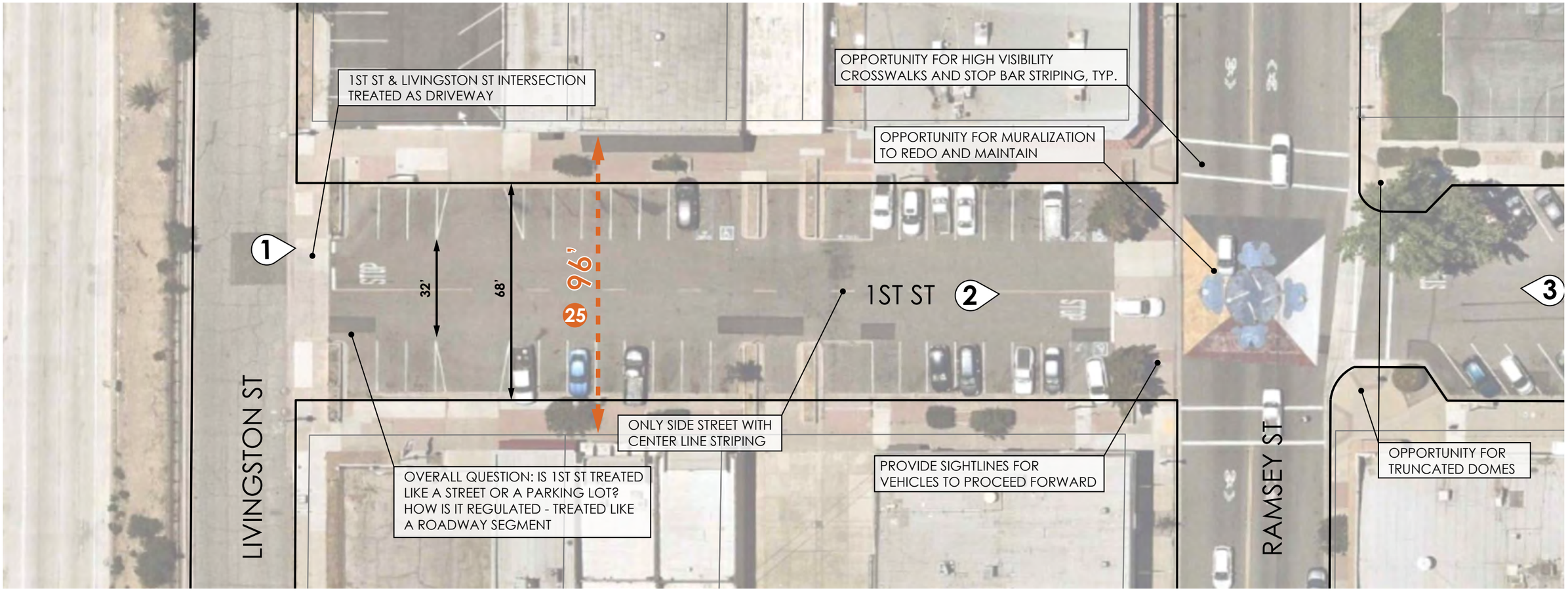
① Driveway Entrance With Planters to Perpendicular Parking

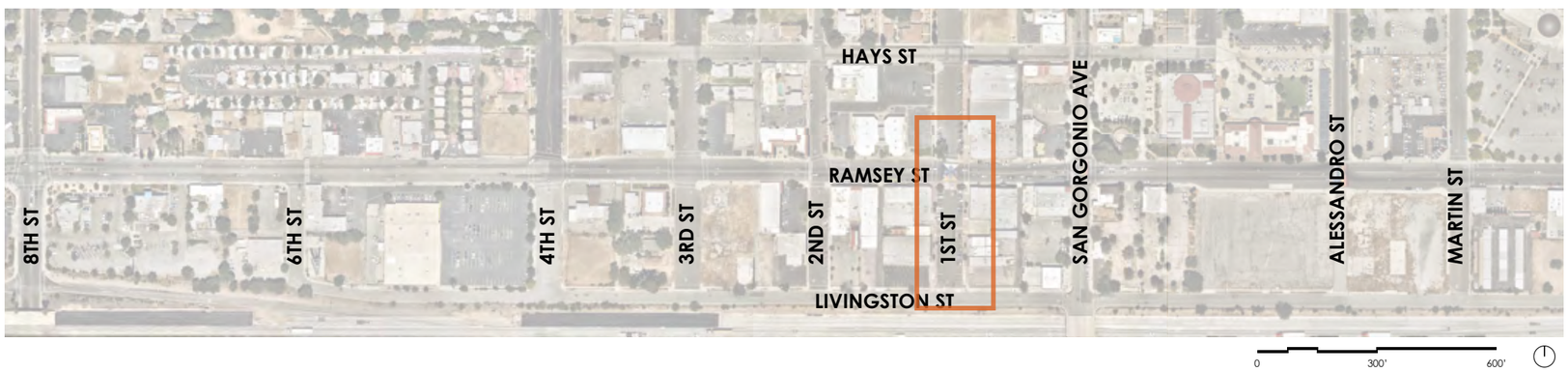


② Planters Block Sightline



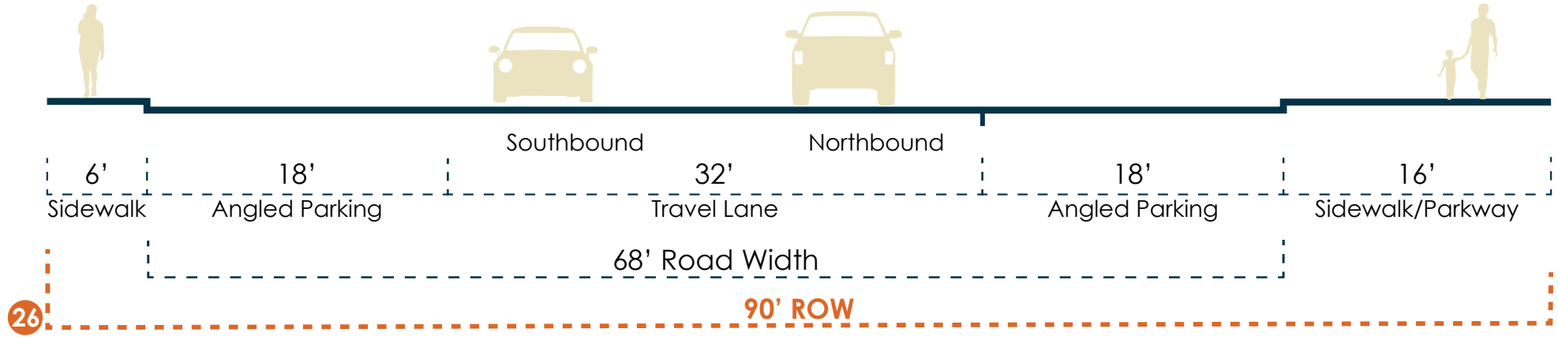
③ Angled Parking


1ST ST & LIVINGSTON ST INTERSECTION TREATED AS DRIVEWAY
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS AND STOP BAR STRIPING, TYP.
OPPORTUNITY FOR MURALIZATION TO REDO AND MAINTAIN
1
2
3
32'
68'
96'
25
1ST ST
LIVINGSTON ST
RAMSEY ST
ONLY SIDE STREET WITH CENTER LINE STRIPING
OVERALL QUESTION: IS 1ST ST TREATED LIKE A STREET OR A PARKING LOT? HOW IS IT REGULATED - TREATED LIKE A ROADWAY SEGMENT
PROVIDE SIGHTLINES FOR VEHICLES TO PROCEED FORWARD
OPPORTUNITY FOR TRUNCATED DOMES
0
50'
100'


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

1st St & Hays

To the north, the parking on 1st St is angled along the same street width of 68' and reduced ROW of 90' from 96' south of Ramsey. The sidewalk on the southbound side is 6' wide which is narrow for users accessing cars and downtown, especially having to navigate around light posts. Narrowing the 32' travel lane could help with traffic calming and allow for more sidewalk space in addition to curb extensions.

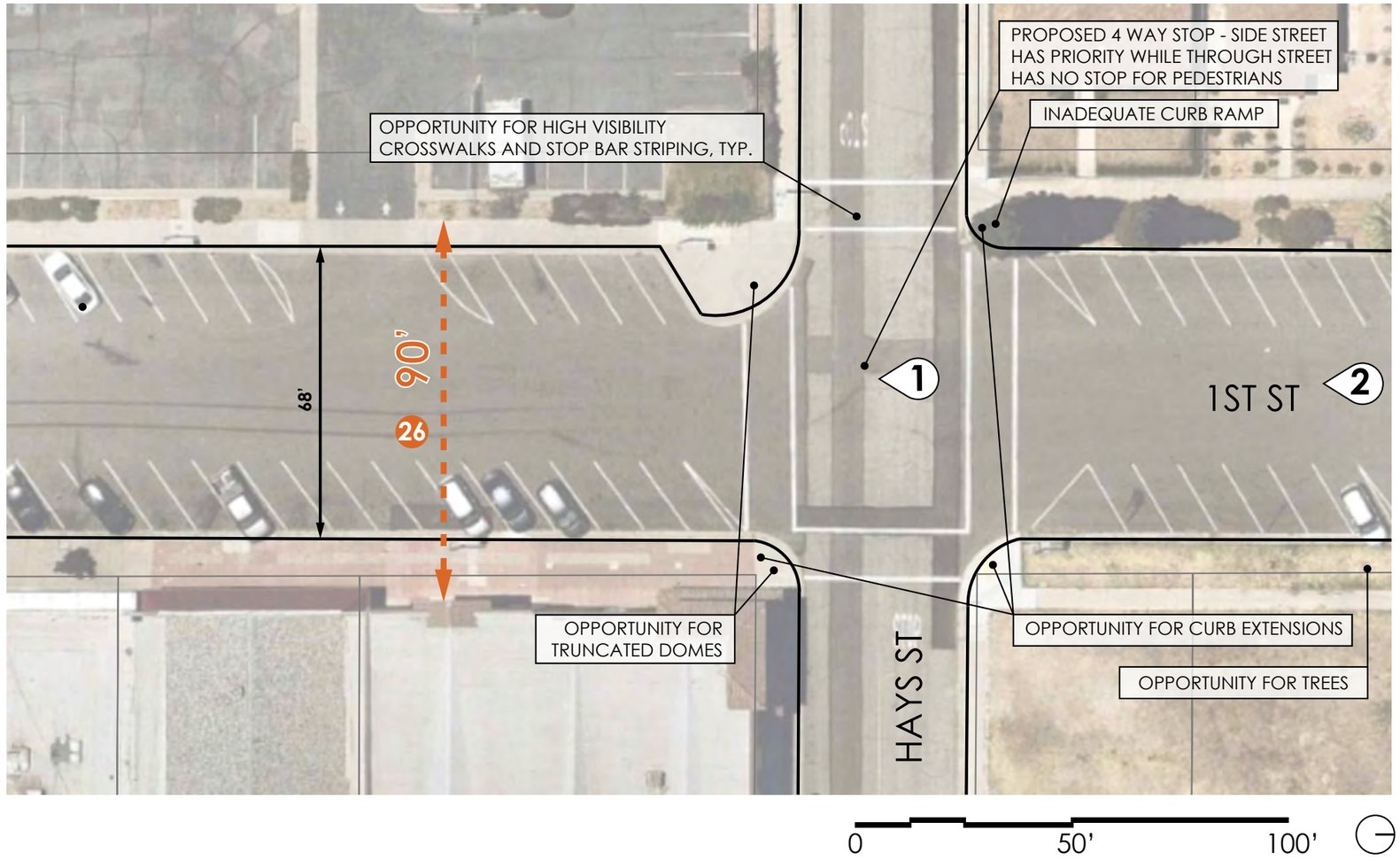


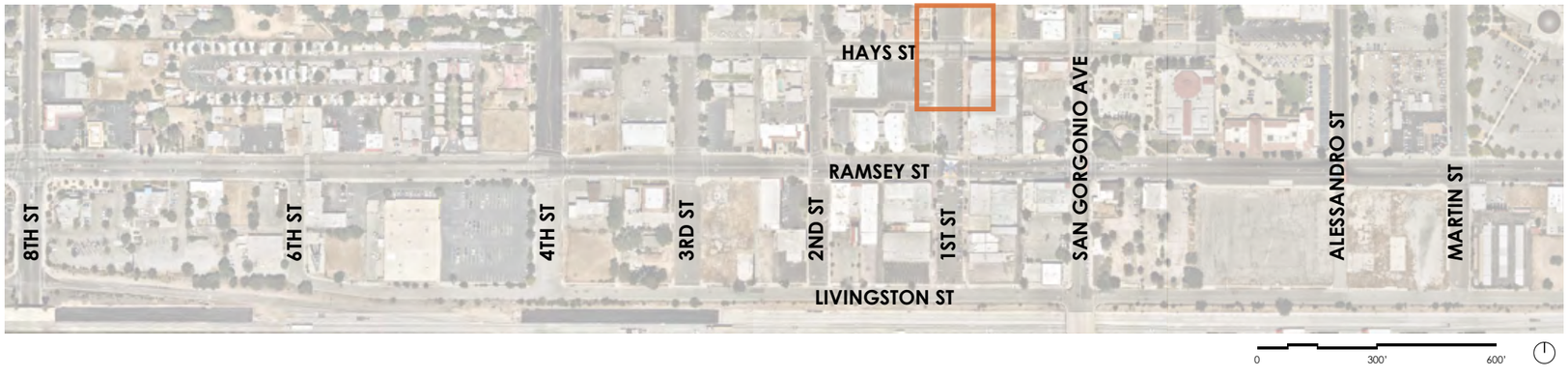


① Opportunity for Trees and Curb Extension



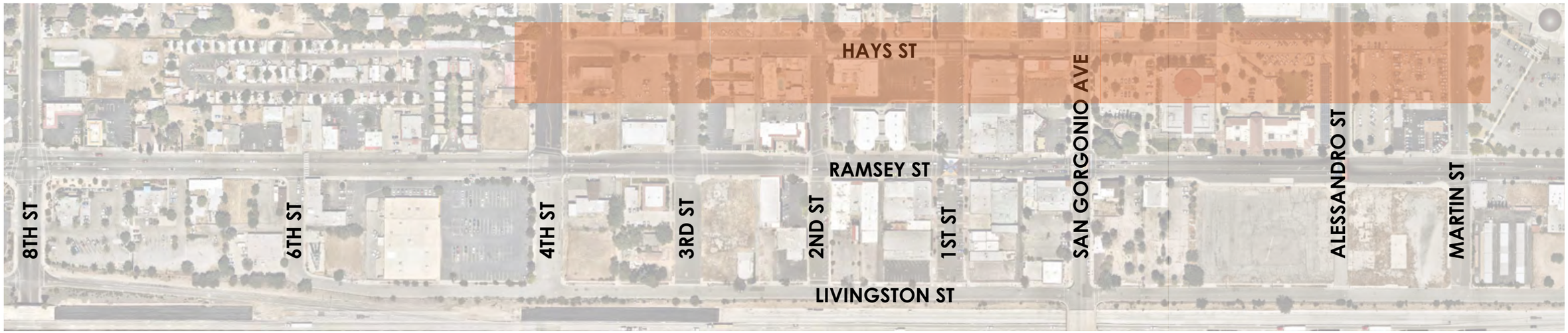
② Opportunity for Trees and Curb Extensions


PROPOSED 4 WAY STOP - SIDE STREET HAS PRIORITY WHILE THROUGH STREET HAS NO STOP FOR PEDESTRIANS
INADEQUATE CURB RAMP
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS AND STOP BAR STRIPING, TYP.
68'
90'
26
1
1ST ST
2
OPPORTUNITY FOR TRUNCATED DOMES
HAYS ST
OPPORTUNITY FOR CURB EXTENSIONS
OPPORTUNITY FOR TREES
0
50'
100'


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

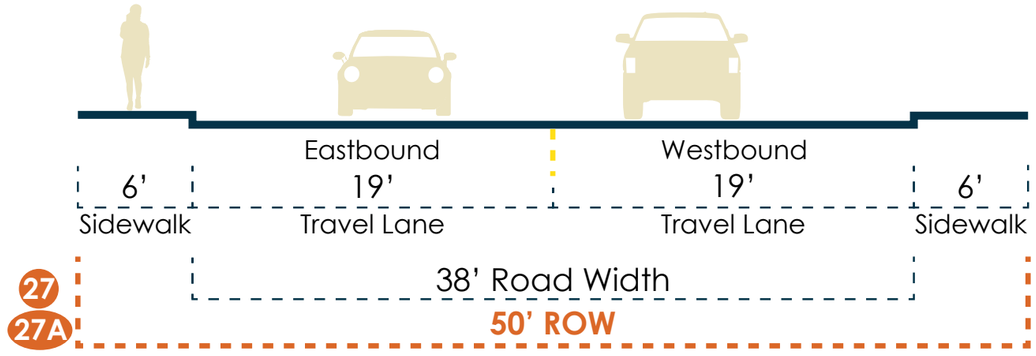
SECTION DIAGRAMS - HAYS STREET

Hays St runs parallel to Ramsey St north of it. The segment of Hays Street in the study area is between 4th St and Martin St. Hays is where the downtown area begins to blend in with neighboring residential and community focused sites like schools, libraries, and places of worship.


HAYS ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
RAMSEY ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
LIVINGSTON ST
0
300'
600'

Hays & 4th St/3rd St

Hays between 4th St and 3rd St is a 38' street with 50' ROW and has no markings but allows for parallel parking. Re-striping the street with one side parking removed and adding crosswalks and stopping bars could provide space for active transportation users and safe crossings.





① Obstructed Sidewalk



② Opportunity for High Visibility Crossings

EXISTING ROW ALLOWS FOR PARKING ON BOTH SIDES AND TRAVEL LANE IN EACH DIRECTION - LIMITED PARKING USE COULD PROVIDE ADDITIONAL SPACE FOR AT FACILITY IF REMOVED FROM ONE SIDE

1

50'

27

38'

19'

19'

HAYS ST

2

4TH ST

OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.

OPPORTUNITY TO ADD CURB EXTENSIONS ACROSS HAYS ST

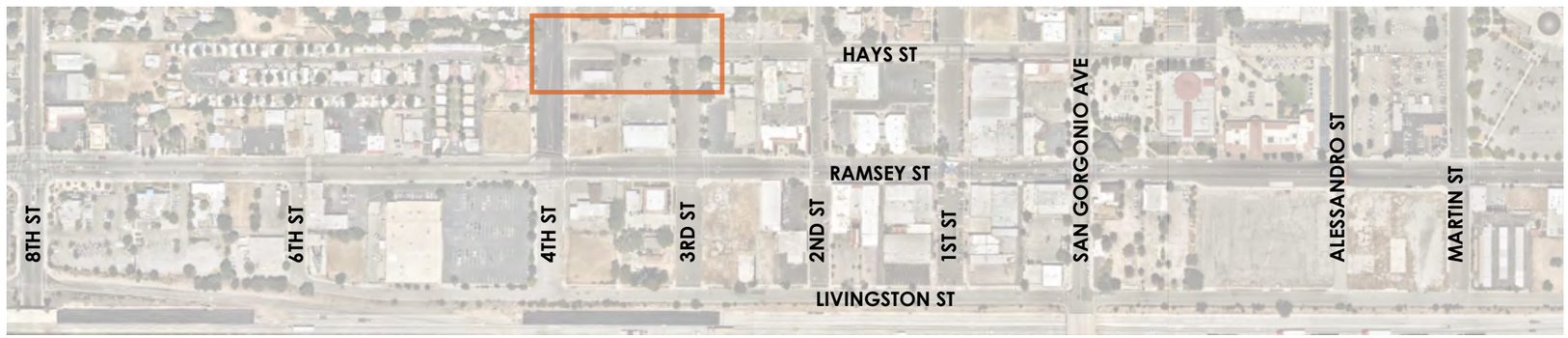
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.

OPPORTUNITY FOR CURB EXTENSIONS ACROSS 3RD ST

3RD ST

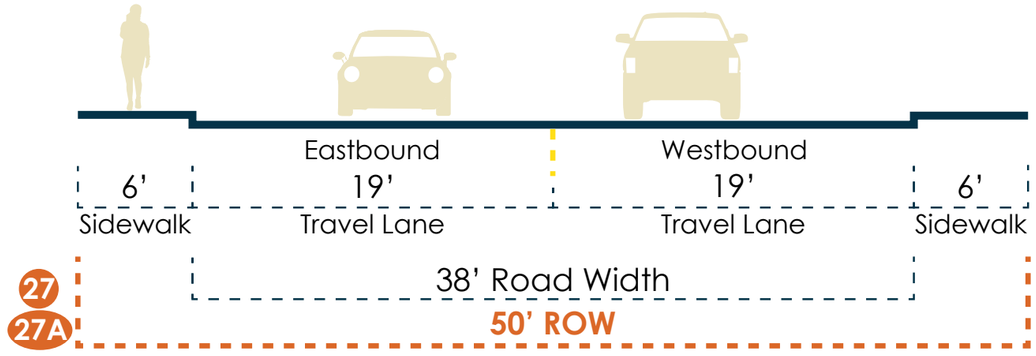
STOP

0 50' 100'



Hays & 2nd St

Hays at 2nd St is the same 38' street with 50' ROW and limited striping. The intersection of Hays and 2nd St should be considered in the larger network planning for access to the nearby grade schools.





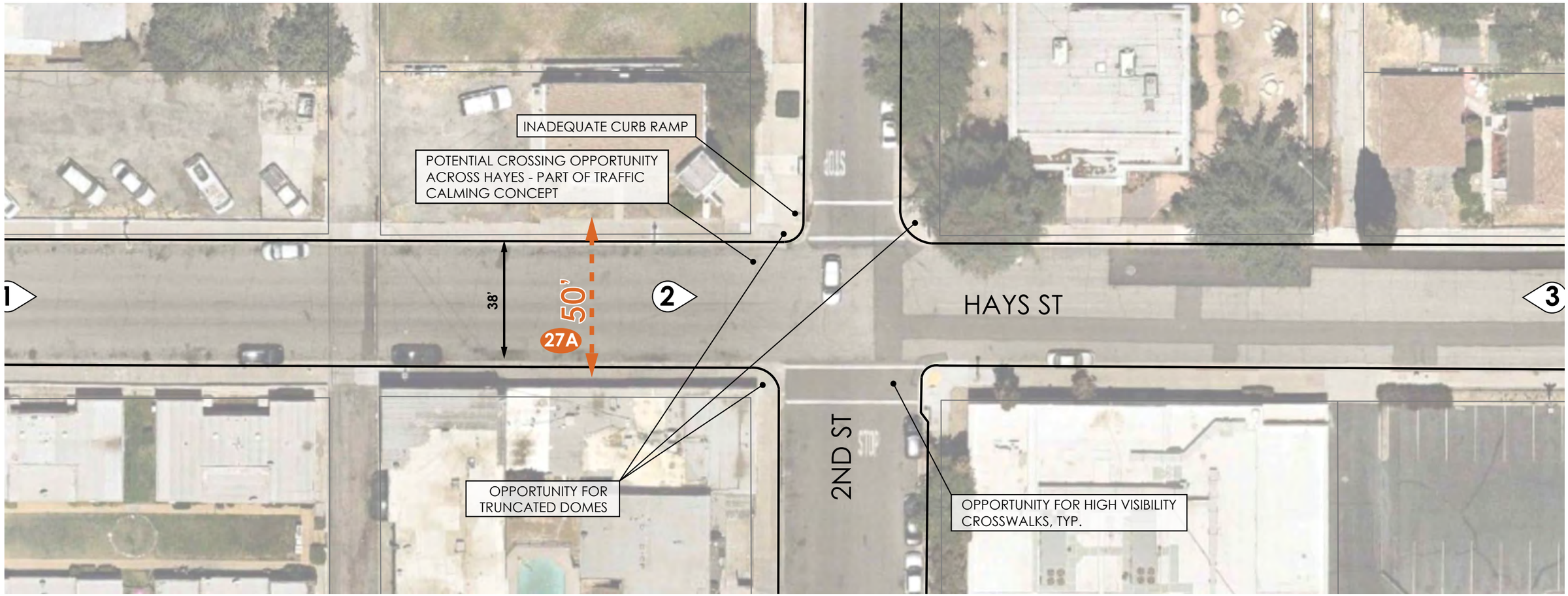
① Obstructed Narrow Sidewalk

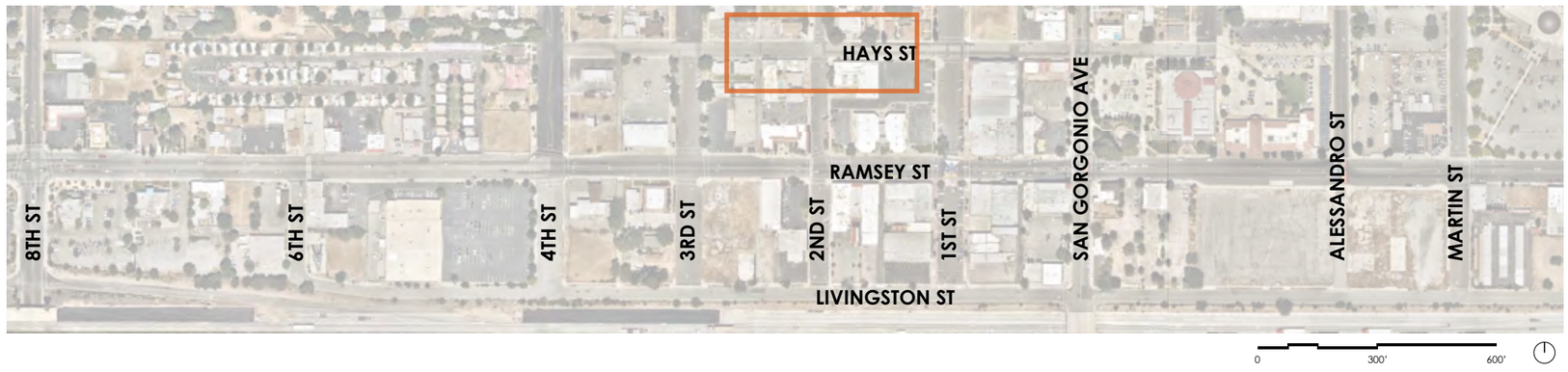


② Opportunity for High Visibility Crossing & Curb Extensions



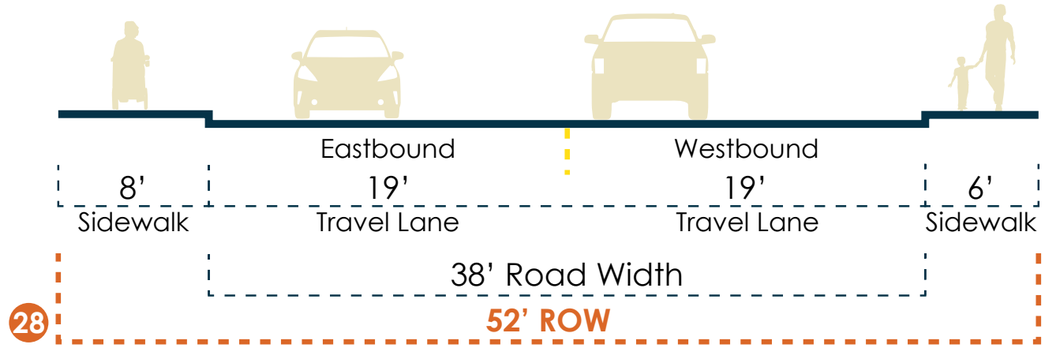
③ Obstructed Narrow Sidewalk


INADEQUATE CURB RAMP
POTENTIAL CROSSING OPPORTUNITY ACROSS HAYES - PART OF TRAFFIC CALMING CONCEPT
38'
50'
27A
1
2
3
HAYS ST
2ND ST
OPPORTUNITY FOR TRUNCATED DOMES
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.
0
50'
100'


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

Hays & 1st St/San Gorgonio

Hays between 1st St and San Gorgonio is the same 38' street with a slightly wider 52' ROW and limited striping. The intersections of Hays and 1st St and San Gorgonio should be considered in the larger network planning for access to the nearby grade schools. High visibility crosswalks and curb extensions can make intersections more pedestrian and active transportation focused.





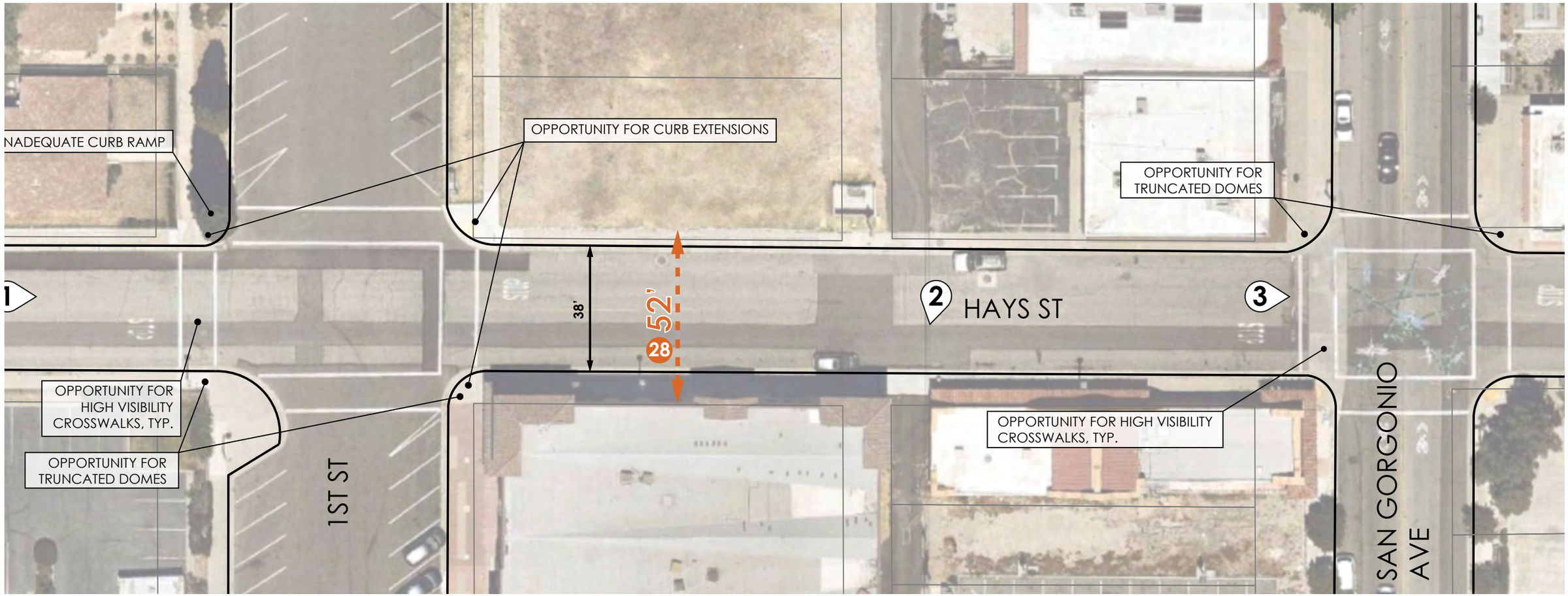
① Obstructed Narrow Sidewalk Opportunity for Curb Extensions

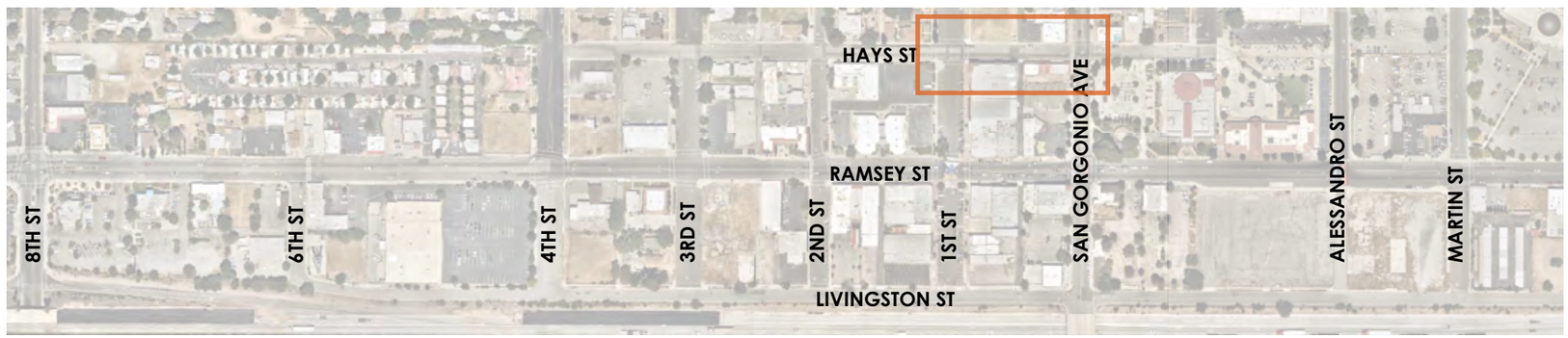


② Opportunity for Alley Connection to Ramsey



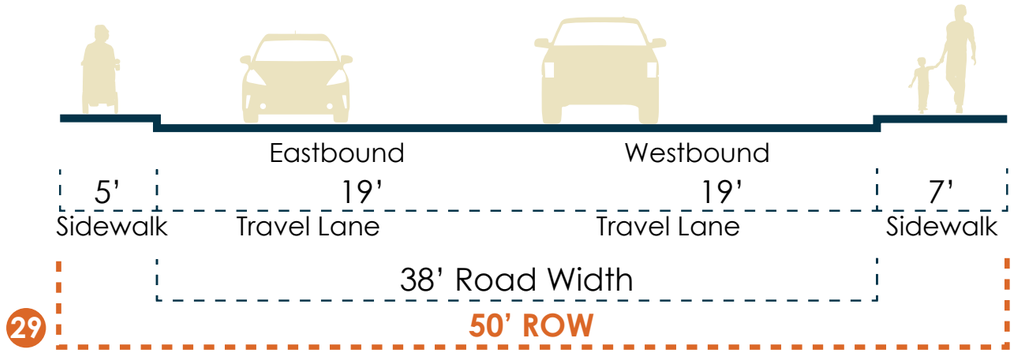
③ Opportunity for Curb Extensions and High Visibility Crossings


NADEQUATE CURB RAMP
OPPORTUNITY FOR CURB EXTENSIONS
OPPORTUNITY FOR TRUNCATED DOMES
1
2
HAYS ST
3
38'
52'
28
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.
OPPORTUNITY FOR TRUNCATED DOMES
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.
1ST ST
SAN GORGONIO AVE
0
50'
100'


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

Hays & Murray

The eastern edge of Hays ends at the intersection with Murray. The segment of Hays between Murray and Alessandro is walled off for the police station vehicle parking and will most likely not be changed. Improvements to the intersection and Hays include a high visibility crosswalk of Murray and wider sidewalks.





① Opportunity for High Visibility Crosswalk



② Narrow Sidewalks and Green Curbs

OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.

OPPORTUNITY FOR TRUNCATED DOMES

MURRAY ST

HAYS ST

50'

29

38'

1

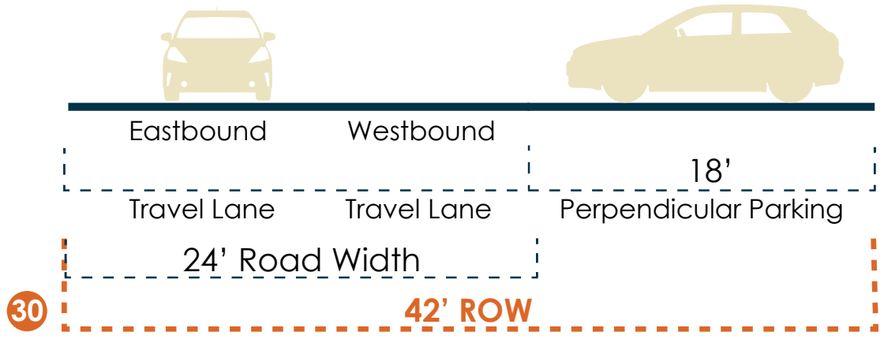
2

0 50' 100'



Hays & Murray

The segment of Hays between Alessandro and Martin is another street similar to south 1st St that has been conditioned as a parking lot with driveway type entrances. With the closure of Hays by the police station, this additional parking lot of Hays leads to a disruption of the grid. The 18 parking spaces along the south side of Hays are assumed to be part of the parking lot marked for Riverside County Employee and Public parking. Reallocating these spaces elsewhere could easily be done via signage along one of the adjacent half blocks of Martin or Alessandro street parking. If these 18 spaces are only used by the public, they could also be eliminated entirely, as the adjacent streets have ample parking. Reclaiming this street could provide space to use as a shared-slow street that the city could use for events or host food trucks serving city employees at the court house, post office, and police station among others.





① Driveway Eintrance and Signage For Public Employee Parking



② Parking Lot Condition



③ Driveway Entrance

HAYS ST

ALESSANDRO ST

MARTIN ST

HAYS ST & ALESSANDRO ST
INTERSECTION TREATED AS DRIVEWAY

OVERALL QUESTION: IS HAYS ST TREATED LIKE A STREET OR A PARKING LOT? HOW IS IT REGULATED - TREATED LIKE A ROADWAY SEGMENT

HAYS ST & MARTIN ST INTERSECTION
TREATED AS DRIVEWAY

1

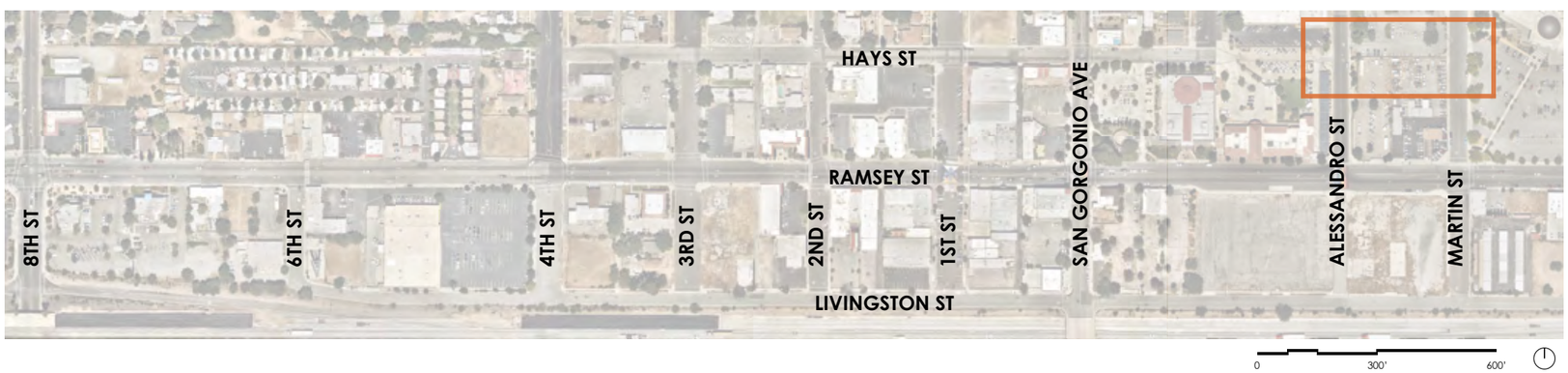
2

3

42'

30

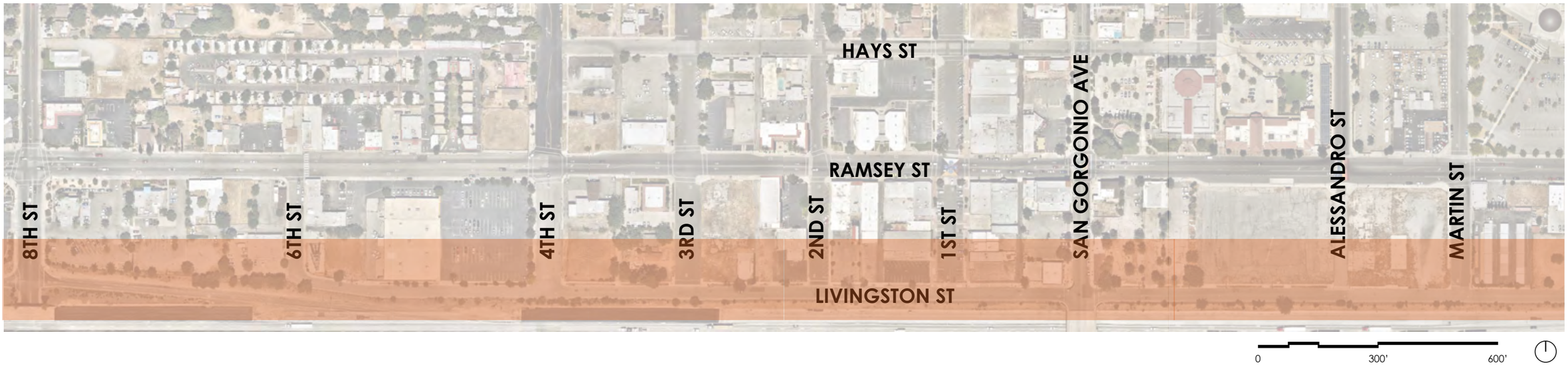
0 50' 100'



SECTION DIAGRAMS - LIVINGSTON STREET

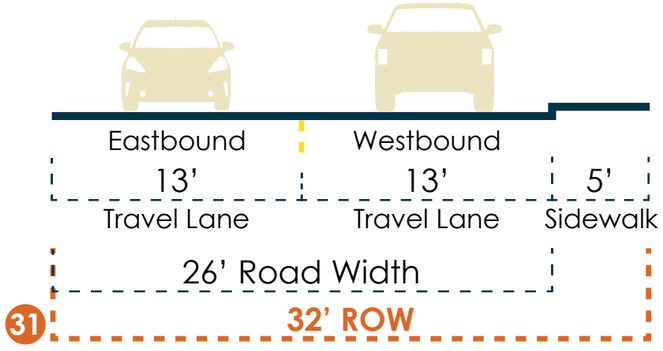
Livingston runs parallel to Ramsey and is south of it transitioning from South 6th on the west end to South Livingston on the west. This western edge is the next street over from Hargrave Street. Livingston is bisected by North San Gorgonio Ave and acts as the “back of house” street for Ramsey.

Potential for parking exists all along Livingston and this street could play an important role in creating a more pedestrian focused downtown main street on Ramsey.


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

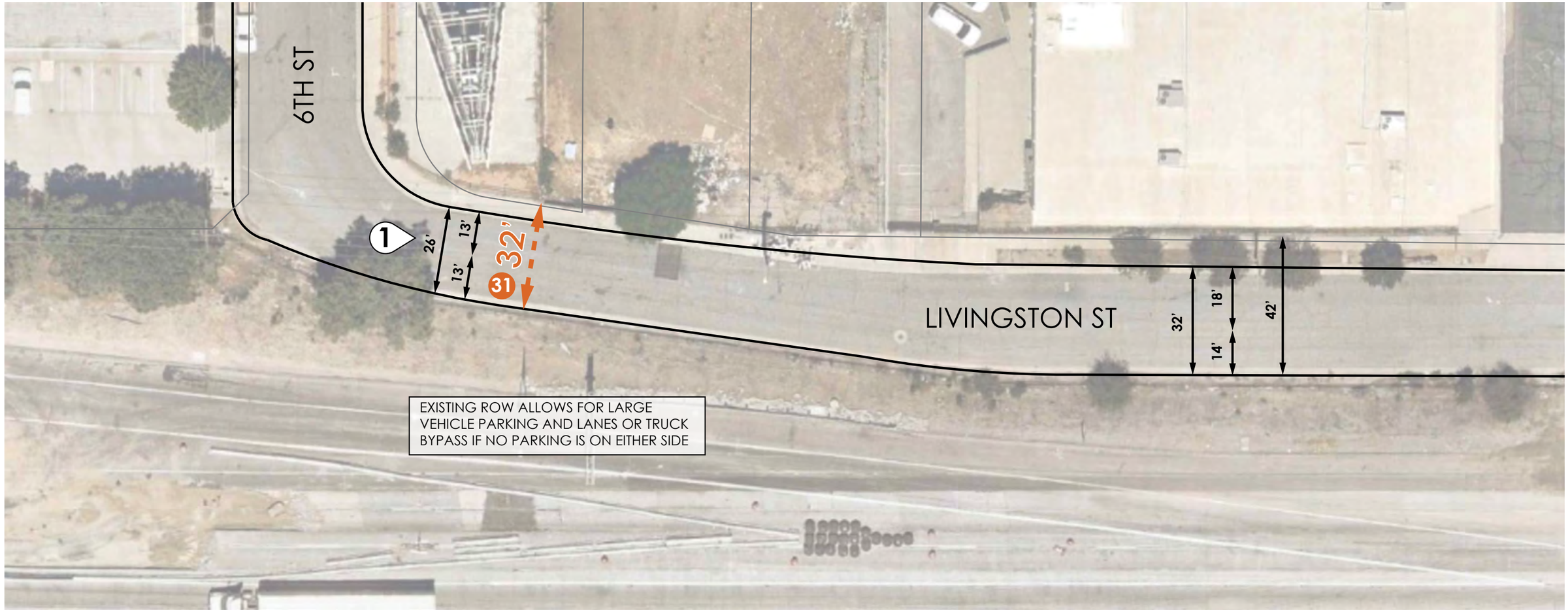
Livingston & 6th St

Livingston connects at the western end to the southern end of 6th St directly adjacent to the northern side of interstate 10. The street width of Livingston is 26' with a ROW of 42' except for the few hundred feet connecting to 6th St without tree lawn. Widening the sidewalk will provide more access for pedestrians, especially if more parking is allocated to Livingston to offset removal elsewhere.





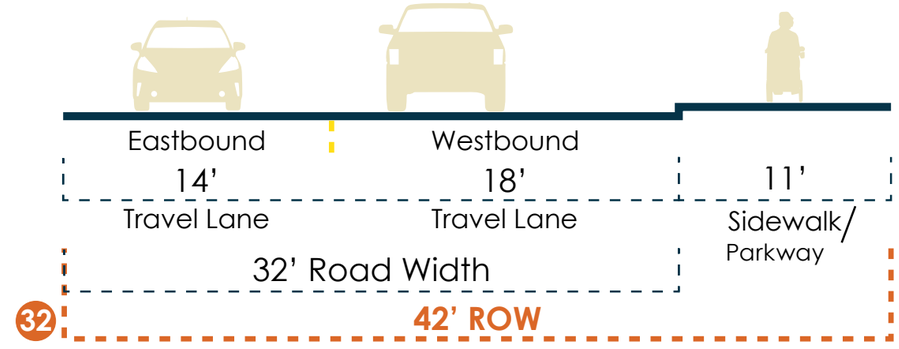
① Obstructed Narrow Sidewalk


6TH ST
1
26'
13'
13'
32'
31
LIVINGSTON ST
32'
18'
14'
42'
EXISTING ROW ALLOWS FOR LARGE VEHICLE PARKING AND LANES OR TRUCK BYPASS IF NO PARKING IS ON EITHER SIDE
0
30'
60'


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

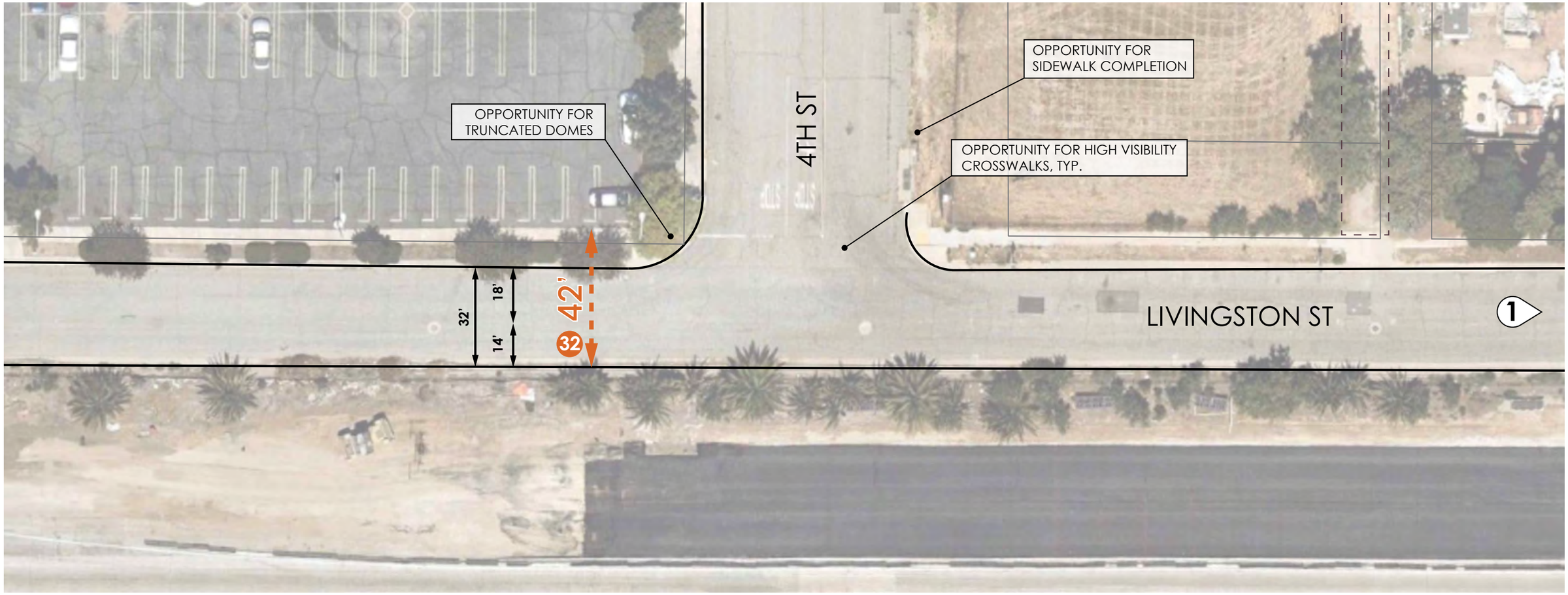
Livingston & 4th St

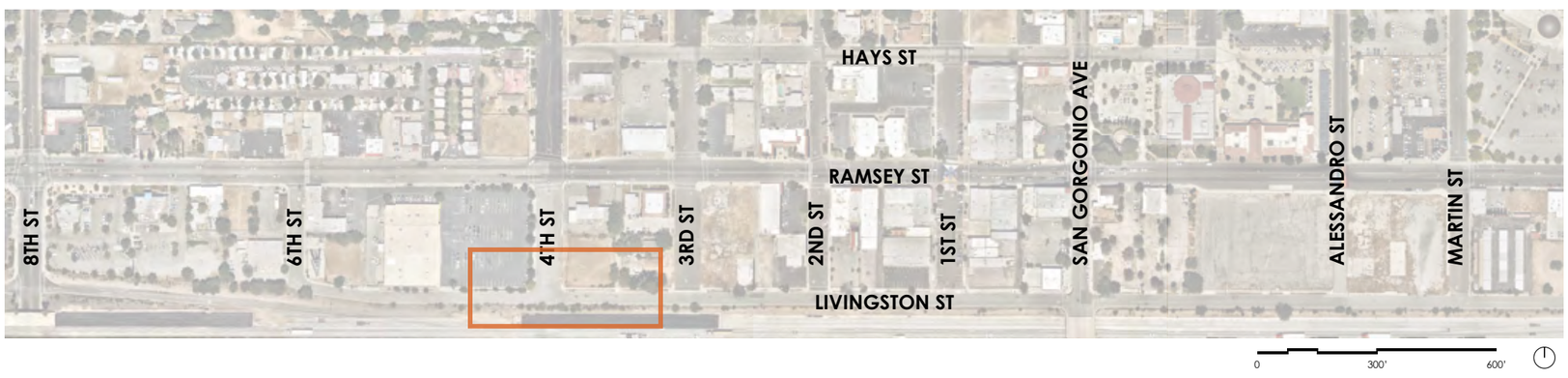
This section of Livingston is the same 42’ ROW and has opportunity to have high visibility crosswalk at 4th St. Other opportunity for more trees in the parkway exists on the northeast corner.





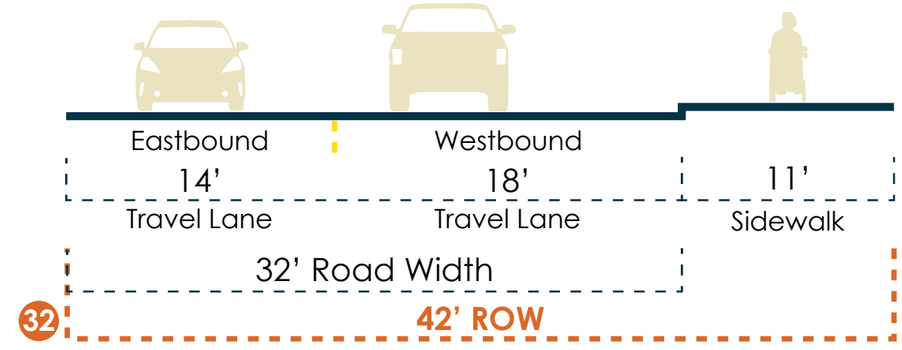
① Narrow Sidewalk


OPPORTUNITY FOR
TRUNCATED DOMES
OPPORTUNITY FOR
SIDEWALK COMPLETION
OPPORTUNITY FOR HIGH VISIBILITY
CROSSWALKS, TYP.
4TH ST
LIVINGSTON ST
1
32'
18'
14'
42'
32
0
50'
100'


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

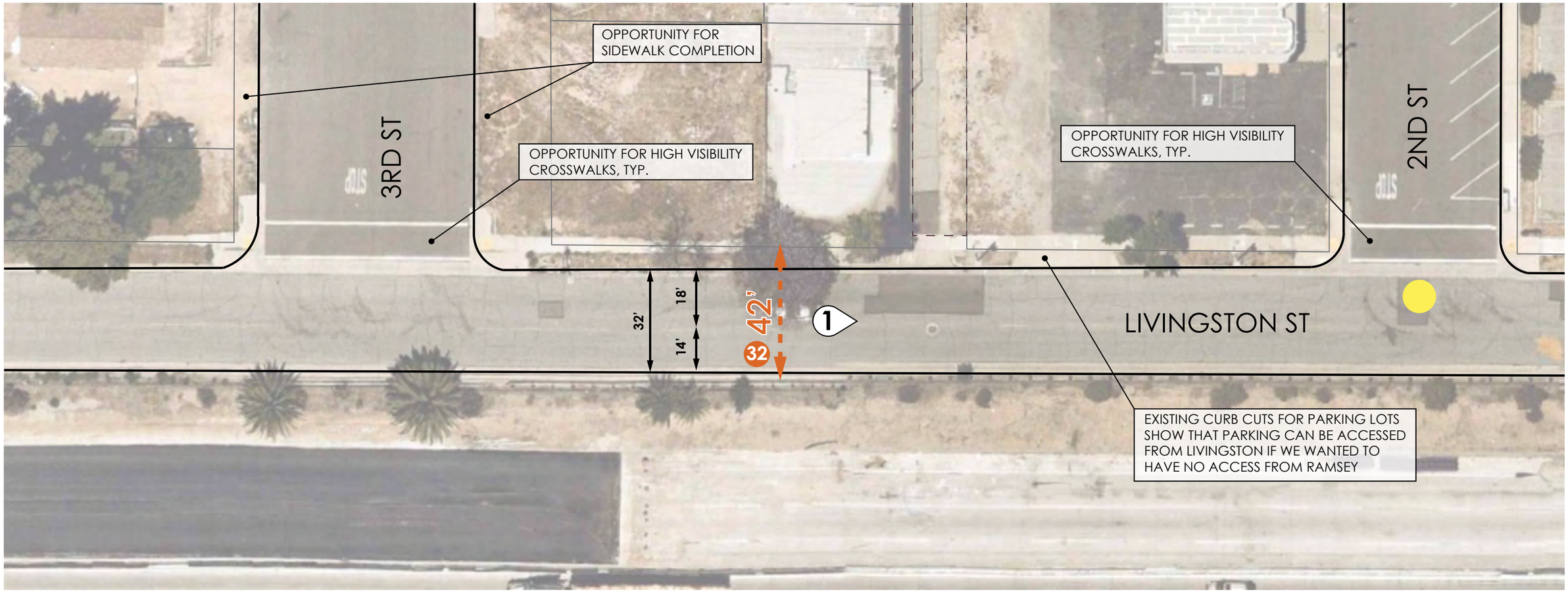
Livingston & 3rd St/2nd St

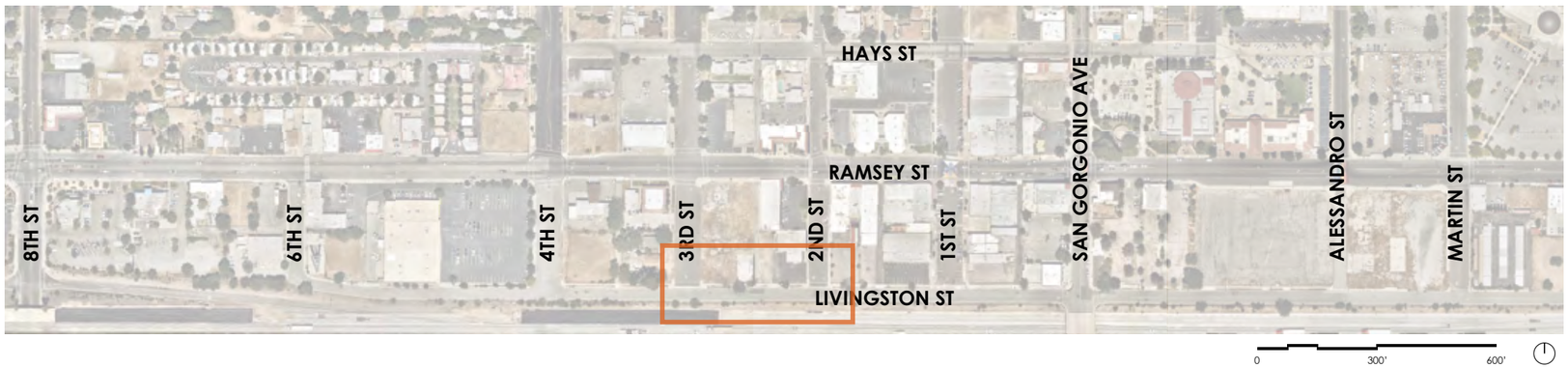
In this section a driver heading east hit a 31 year old female pedestrian headed east. High visibility crosswalks along Livingston for these cross streets would make safer conditions for those walking to their cars, or pedestrians accessing this part of the study area. This section also shows how properties could be accessed only by Livingston versus both Livingston and connecting to Ramsey via streets like 2nd St shown here.





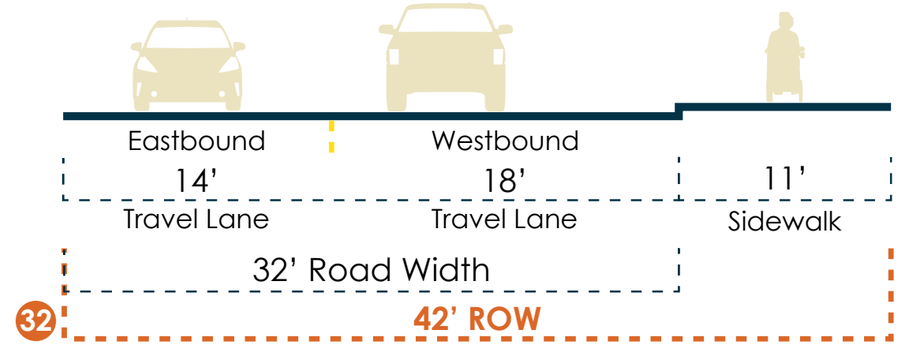
① Parking Lot Access From Livingston


OPPORTUNITY FOR SIDEWALK COMPLETION
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.
3RD ST
2ND ST
STOP
STOP
LIVINGSTON ST
32'
18'
14'
42'
32
1
EXISTING CURB CUTS FOR PARKING LOTS SHOW THAT PARKING CAN BE ACCESSED FROM LIVINGSTON IF WE WANTED TO HAVE NO ACCESS FROM RAMSEY
PEDESTRIAN INJURY
0
50'
100'


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

Livingston & 1st St

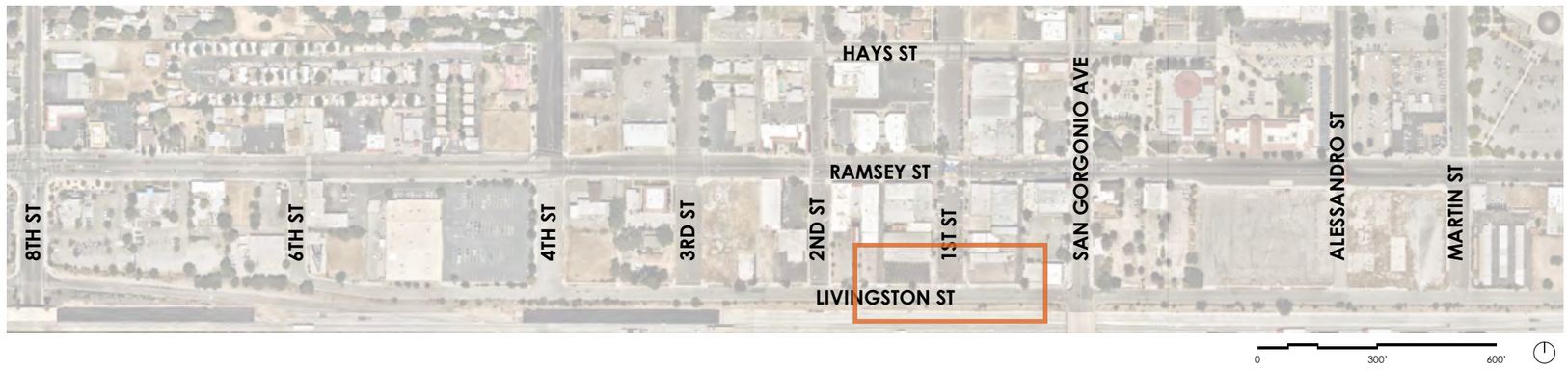
The intersection of 1st St and Livingston is more like a driveway to parking lot than intersection of streets. Planters block sight lines to Livingston. Determining how many spaces are used by which business on 1st St and adjacent lots will help determine how this street should exist as it is in the heart of the downtown and could potentially serve non automobile users better as a shared public space rather than parking lot.





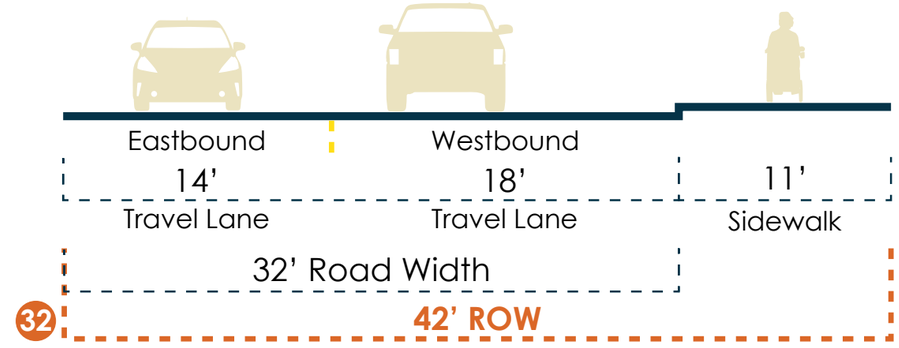
① Obstructed Site Lines


1ST ST
1ST ST & LIVINGSTON ST INTERSECTION
TREATED AS DRIVEWAY
32'
18'
14'
42"
32
1
LIVINGSTON ST
0
50'
100'


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

Livingston & San Gorgonio

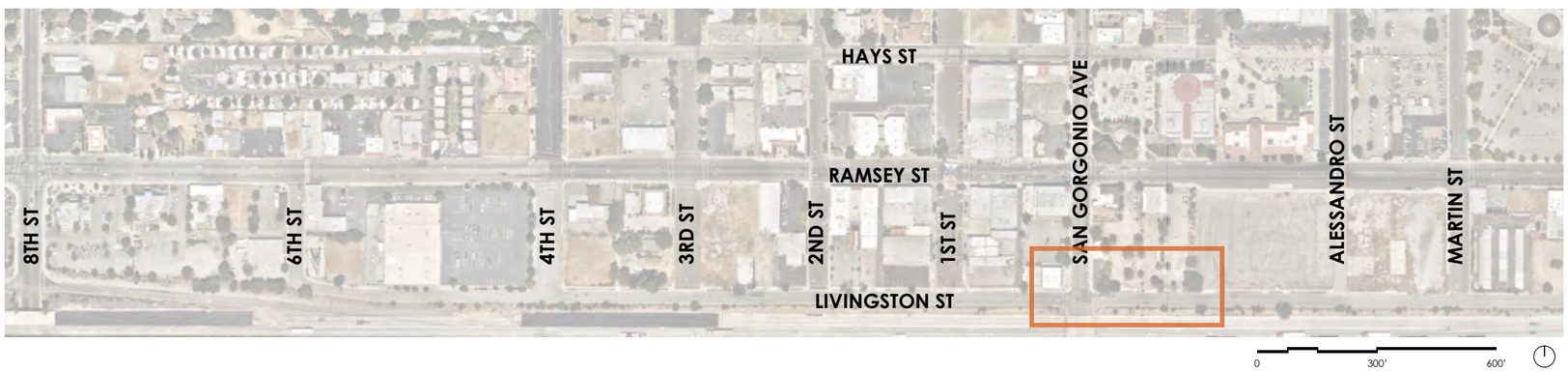
The intersection of Livingston and San Gorgonio is a potential gateway to the downtown as it is the first place users pass through when traveling on San Gorgonio across the I-10 bridge. Curb extensions would make crossing here safer along with high visibility crosswalks. Wider sidewalks and active transportation lanes on the San Gorgonio bridge will make traveling for non automobile users safer, especially those traveling to the high school south of downtown along this street.





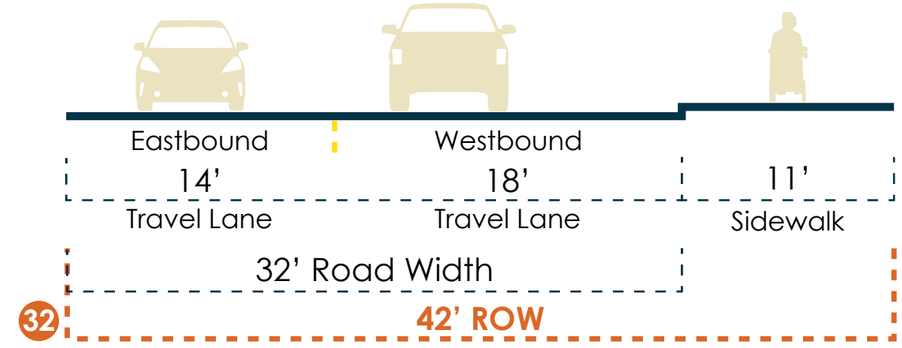
① Opportunity to Install ADA Compliant Curb Ramps and High Visibility Crossings


SAN GORGONIO AVE
LIVINGSTON ST
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.
CURB RAMPS ARE NOT ADA COMPLIANT
1
42'
32
32'
32'
18'
14'
0
50'
100'


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

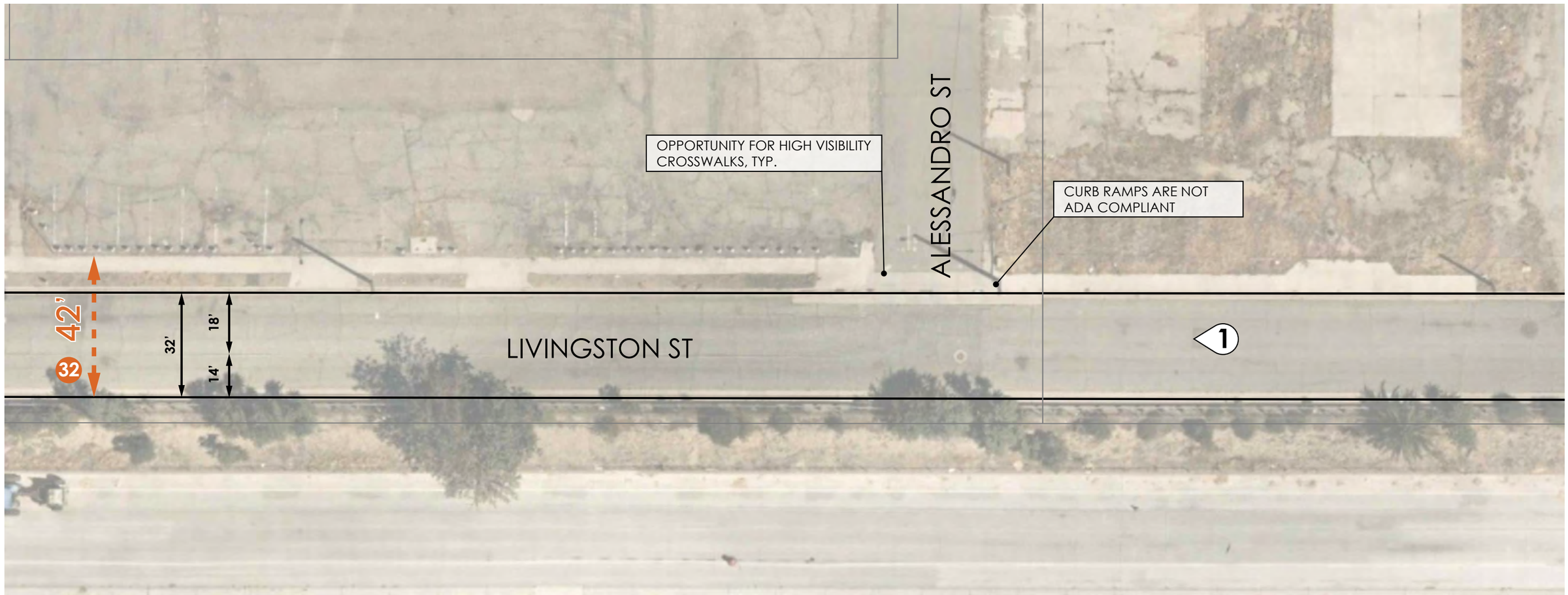
Livingston & Alessandro

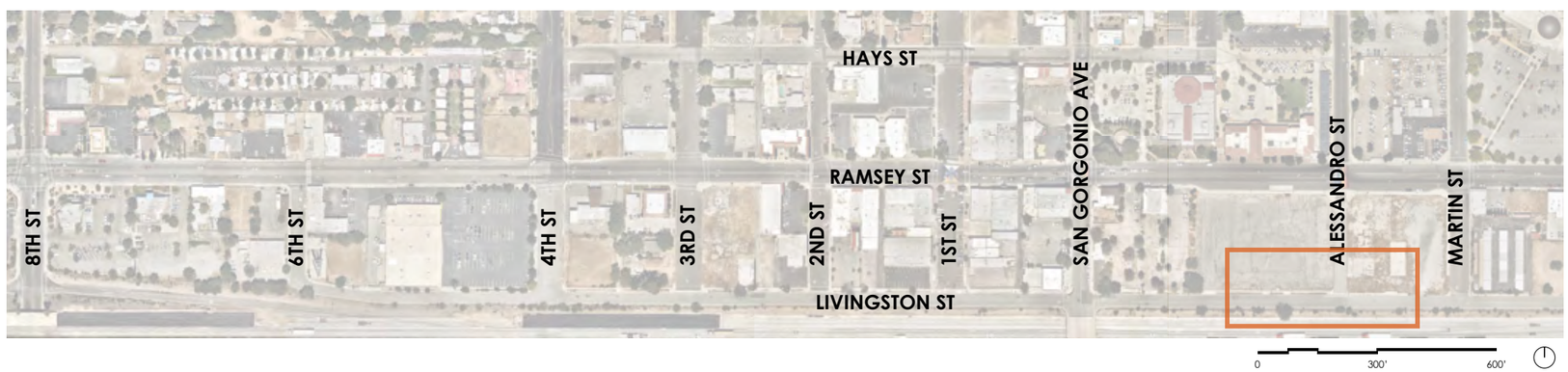
The segment of Alessandro here is between two vacant properties. Livingston continues from before with a 32’ road and 42’ ROW with only sidewalk on one side. There are metal posts with red diagonal signs in the roadway at the ends of the street preventing traffic from passing through, but hasn’t prevented people from using the properties for event staging/parking. It is unclear what the future of these properties is but could become a hotel.





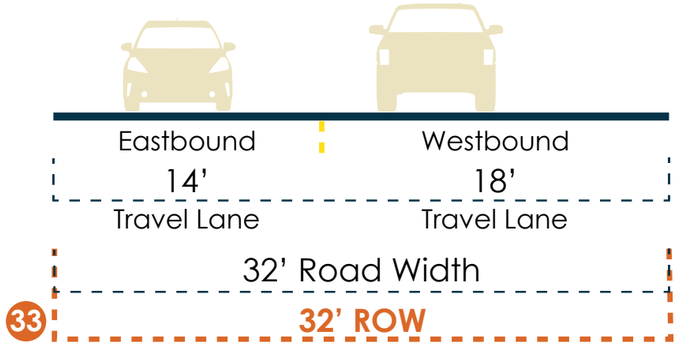
① Vacant Lots


OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.
ALESSANDRO ST
CURB RAMPS ARE NOT ADA COMPLIANT
42'
32
32'
18'
14'
LIVINGSTON ST
1
0
50'
100'


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

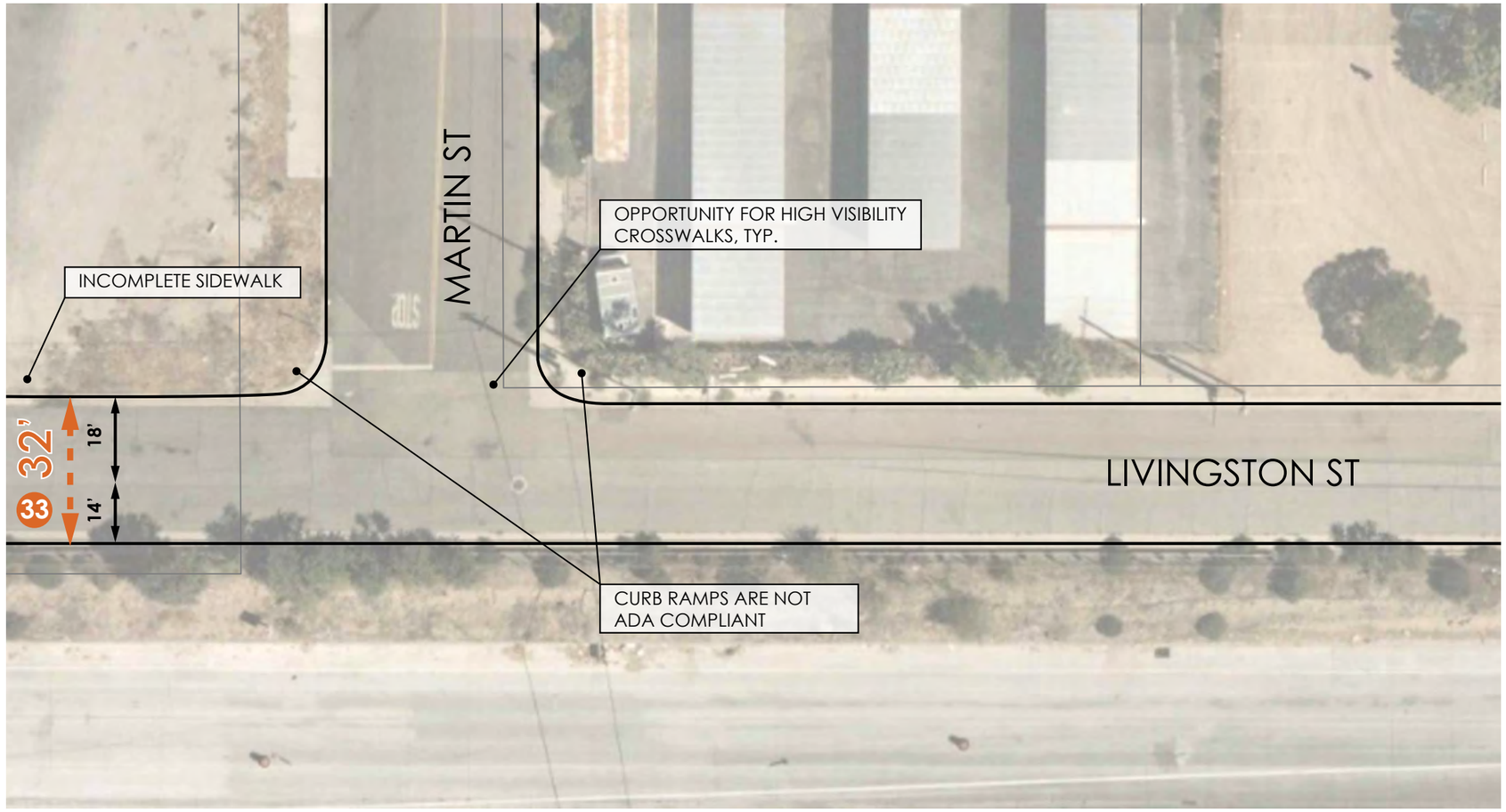
Livingston & Martin

Martin is the eastern boundary of the study area and the edge of the downtown adjacent to the court house. The intersection of Livingston and Martin could soon have more traffic as parking could be added to Livingston and diverted from other streets. Improvements at this intersection include completing the sidewalk along the eastern corner of Livingston and Martin as well as adding a crosswalk.





① Incomplete Sidewalk and Curb Ramps Not ADA Compliant


MARTIN ST
OPPORTUNITY FOR HIGH VISIBILITY CROSSWALKS, TYP.
INCOMPLETE SIDEWALK
LIVINGSTON ST
32'
18'
14'
33
CURB RAMPS ARE NOT ADA COMPLIANT
0
50'
100'


HAYS ST
RAMSEY ST
LIVINGSTON ST
8TH ST
6TH ST
4TH ST
3RD ST
2ND ST
1ST ST
SAN GORGONIO AVE
ALESSANDRO ST
MARTIN ST
0
300'
600'

COMMUNITY ENGAGEMENT

Engagement with members of the community is a vital part of the design process and helped the project team guide decisions for how best to implement the desires of the community. Throughout the project there were several engagment events both gain initial insights and later to get feedback on several design concept themes.

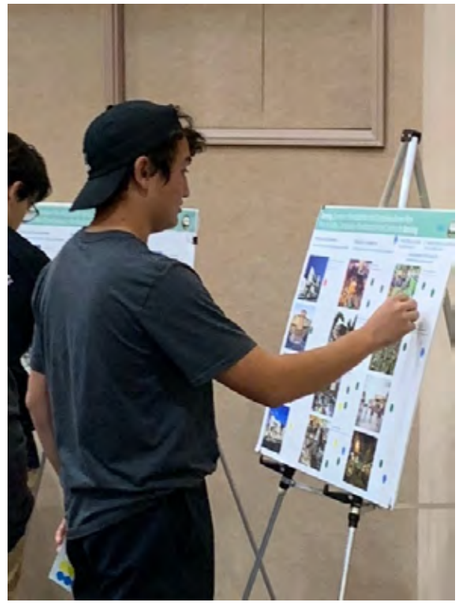

Banning Downtown Revitalization
Plan de Calles Completas y Revita
ng
Street Safety and Transportation
What would you like to see downtown? Add your comments!


Banning Downtown Revitalization and Complete Streets Plan
Plan de Calles Completas y Revitalización del Centro de Banning
Development and Experiences
What would you like to see downtown? Add your comments!
Desarrollo y Experiencias
¿Qué te gustaría ver en el centro? ¡Añade tus comentarios!

Community Engagement

Round 1 - Initial Engagement

The initial engagement took place on October 27th, 2022 at a number of places throughout the day. These included: Downtown Ad Hoc Committee, Banning High School, Nicolet Middle School, Central Elementary School, Community Meeting at City Hall. At these different locations the poject team gave presentations and heard valuable feedback from community members. Collecting feedback happened with the aid of display boards with information on topics including: Urban Design, Development Experience, and Street Safety and Transportation.









Urban Design

The community showed interest in slow streets, programmed alleys, bike parking as well as active street terrace, green stormwater management, shade, and outdoor gathering. There were a few dislikes marked on the board, including active street terrace with elements like barrels and furniture, as well as outdoor gathering space which might relate to the concern of unhoused people downtown voiced by some.



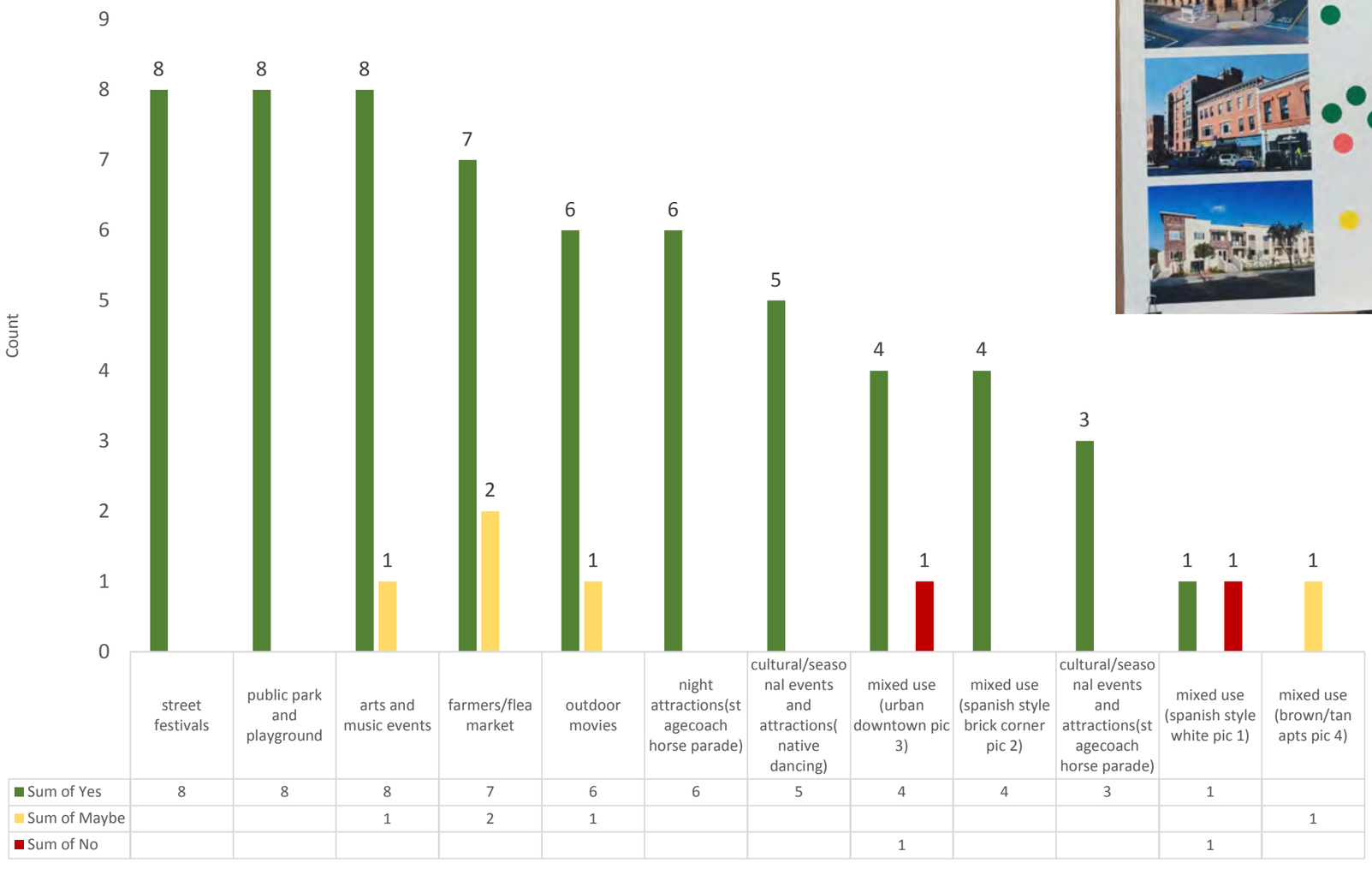


	Slow Streets 1 (tan road)	programmed alleys (yellow sculpture pic)	bike parking	Active street terrace (pic with barrels)	shade and comfort	programmed alleys (dairy block pic)	green stormwater management	Outdoor Gathering Space (beer garden pic)	fix it station	Slow Streets 2 (theater pic)	wayfinding	Active street terrace (green umbrella pic)
Sum of Yes	6	6	6	5	5	5	5	5	3	1	1	1
Sum of Maybe							1				1	
Sum of No				1				1				

Development and Experience

Participants were excited about street festivals, public parks and open space, farmer/flea markets, outdoor movies and night attractions. Initial findings also showed interest in mixed use development to offer spaces for residential and live-work studios downtown.



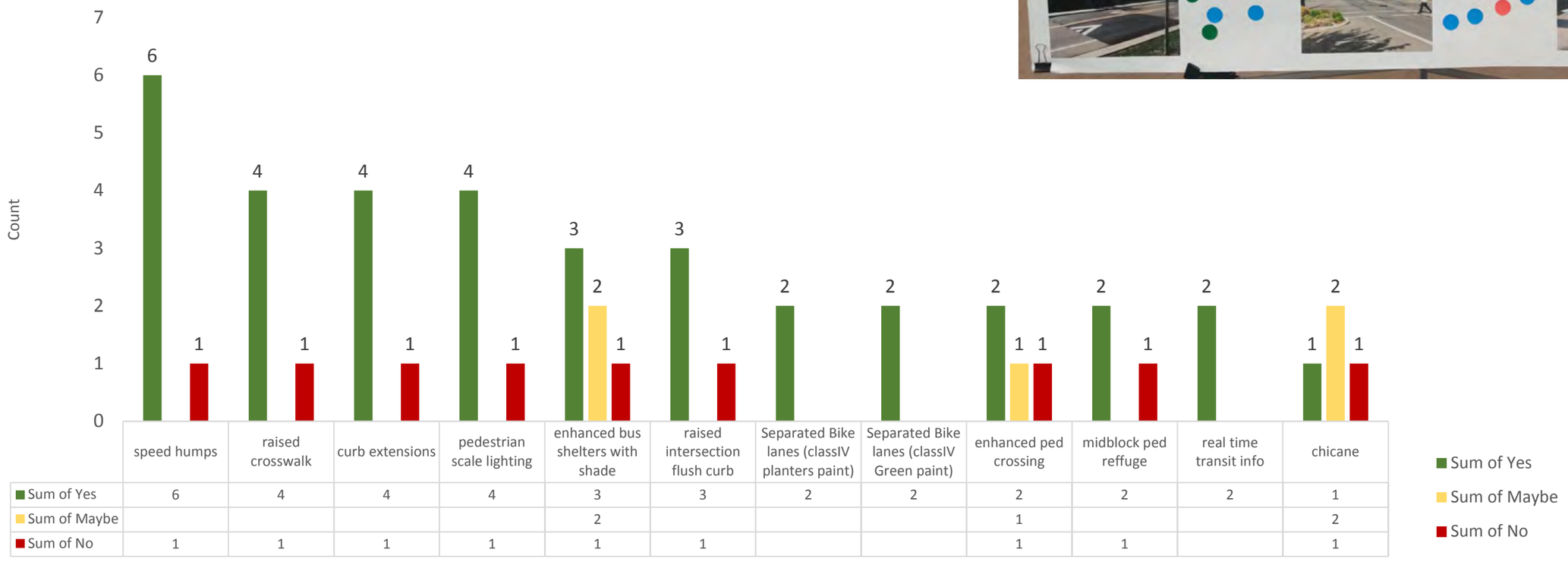


	street festivals	public park and playground	arts and music events	farmers/flea market	outdoor movies	night attractions(st agecoach horse parade)	cultural/seasonal events and attractions(native dancing)	mixed use (urban downtown pic 3)	mixed use (spanish style brick corner pic 2)	cultural/seasonal events and attractions(st agecoach horse parade)	mixed use (spanish style white pic 1)	mixed use (brown/tan apts pic 4)
Sum of Yes	8	8	8	7	6	6	5	4	4	3	1	
Sum of Maybe			1	2	1							1
Sum of No								1			1	

Street Safety and Transportation

Street improvements focusing on pedestrian and cyclist safety were supported with speed and making space for all users being top priority. All ages shared this sentiment but even more so from students who mentioned the desire for a safer route from schools to Downtown to meet up after school.





	speed humps	raised crosswalk	curb extensions	pedestrian scale lighting	enhanced bus shelters with shade	raised intersection flush curb	Separated Bike lanes (classIV planters paint)	Separated Bike lanes (classIV Green paint)	enhanced ped crossing	midblock ped reffuge	real time transit info	chicane
Sum of Yes	6	4	4	4	3	3	2	2	2	2	2	1
Sum of Maybe					2				1			2
Sum of No	1	1	1	1	1	1			1	1		1

Initial Experience Survey

Throughout the duration of the project in addition in person engagement there were two online surveys which allowed for the community to provide input on the project. The first survey had had 250 complete responses and asked general questions about their use of downtowna amenities they might like to see in Downtown Banning.

TIME SPENT DOWNTOWN?

77% of people visit downtown because they live here and time spent downtown was 51% for less than one hour, 13% for a few hours, 5% for most of the day, and 30% for I do not visit downtown.

HOW OFTEN DO YOU WALK, BIKE, OR TAKE TRANSIT DOWNTOWN?

52% of respondents never use non vehicular modes downtown. 20% a few times per month, 12% less than monthly, 12% a few times a week and 2.5% everyday.

WHAT WOULD MAKE YOU FEEL MORE COMFORTABLE OR SAFER WALKING, BIKING, ROLLING, OR TAKING TRANSIT DOWNTOWN? PLEASE CHOSE TOP 3.

Respondents so far of the open survey ranked safer crossing infrastructure (crosswalks, pedestrian signals, etc.), and pedestrian lighting as most desired to make non auto mobility more comfortable. Wider sidewalks, seating, shade and bicycle parking were also desired to a lesser degree. Less cars on the street, bus stops with more amenities, and more affordable transit options ranked lowest. Some write-ins for the Other category included: "More businesses that were family friendly, everything is catered to low income", Businesses like food restaurants, clothing stores, modernizing downtown area like Fullerton or Brea" "Less transients" "Stores to Shop" and "diagonal parking, like on State Street in Redlands to slow down motorists and make Ramsey more 'pedestrian friendly'".

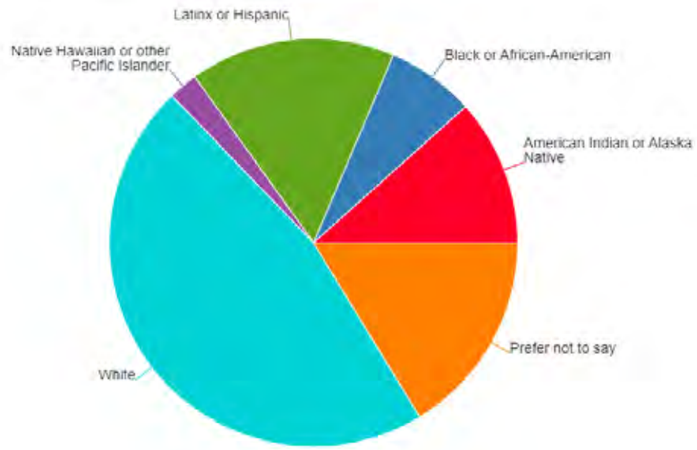
WHICH OF THE FOLLOWING STREETSCAPE AMENITIES WOULD YOU LIKE TO SEE IN DOWNTOWN BANING? PLEASE CHOSE TOP 3.

Respondents so far of the open survey want lighting, outdoor dining, green landscaping and shade as their most desired elements. Seating, plaza/meeting space, public art and city monument/gateway are moderately desired, while pocket parks, hydration stations, wayfinding, pedestrian-only alleys are the least ranked.

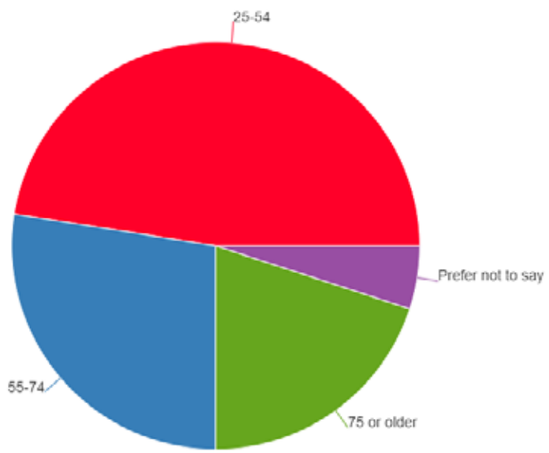
GENERALLY, WOULD YOU BE WILLING TO LOSE PARKING SPACE OPTIONS IN DOWNTOWN BANNING IF IT MEANT WALKING AND BIKING FACILITIES WERE IMPROVED?

53% responded yes, 41% no and 5% other including comment about building a parking structure.

Race or Ethnicity of Respondents



Age of Respondents





Concept Themes Outreach and Survey

The second engagement day took place on May 17th, 2023. The day included presentation at The Chamber of Commerce Sunrise Breakfast, walk audit with Downtown business owners, and two workshop sessions for business owners followed by full community. The three concepts presented were: The Spark, Park & Play, and Gradient, which illustrated various design and placemaking treatments. Results from the workshops (below) showed that the community preferred The Spark concept with Park & Play and Gradient vying for the 2nd favorite in different instances. See appendix for additional details.

The second survey presented the design concept themes of The Spark, Park & Play and Gradient. The survey had 127 complete responses. Participants could rank their choices for each using the photo simulation vignettes to give a sense of what that theme could look like. Out of the seven categories all categories besides look & feel had The Spark as the first choice with almost 50% or over 50% of respondants chosing it.

Main Street Survey Results

Which Main Street Concept Do You Like Most? Rank 1-3, most to least.

Spark

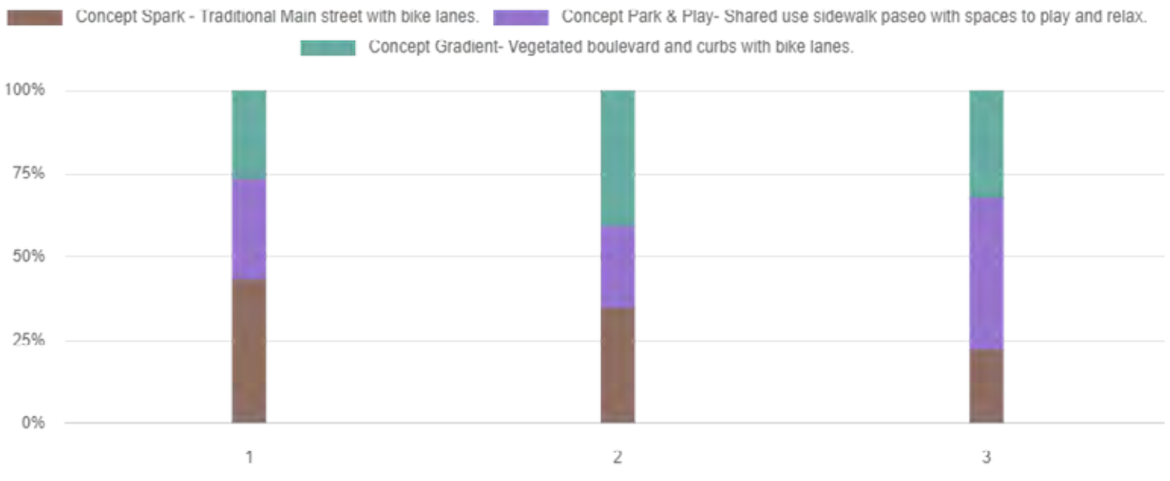


Park & Play



Gradient





Alleys Survey Results

Which Alley Concept Do You Like Most? Rank 1-3, most to least.

Spark

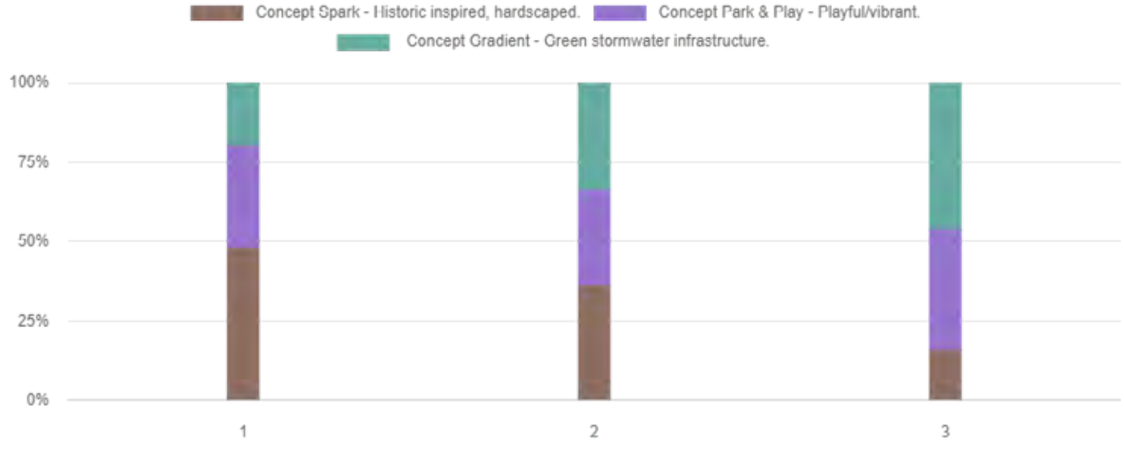


Park & Play



Gradient





Shared 1st Street Survey Results

Which Shared Street Concept Do You Like Most Rank 1-3, most to least.

Spark

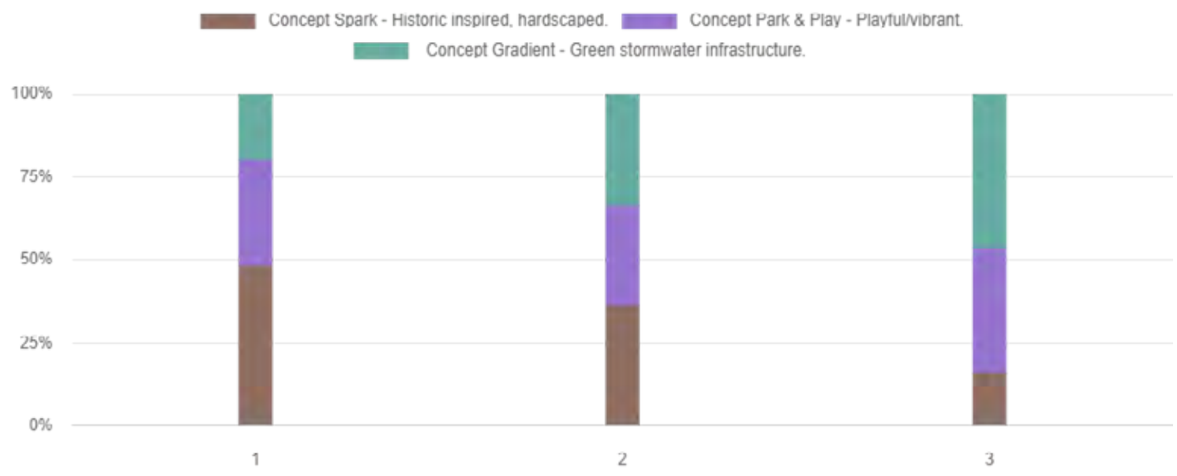


Park & Play



Gradient





Look & Feel - Streetscape and Mobility Survey Results

Which Streetscape and Mobility Elements Do You Like Most? Rank 1-3, most to least.

Spark

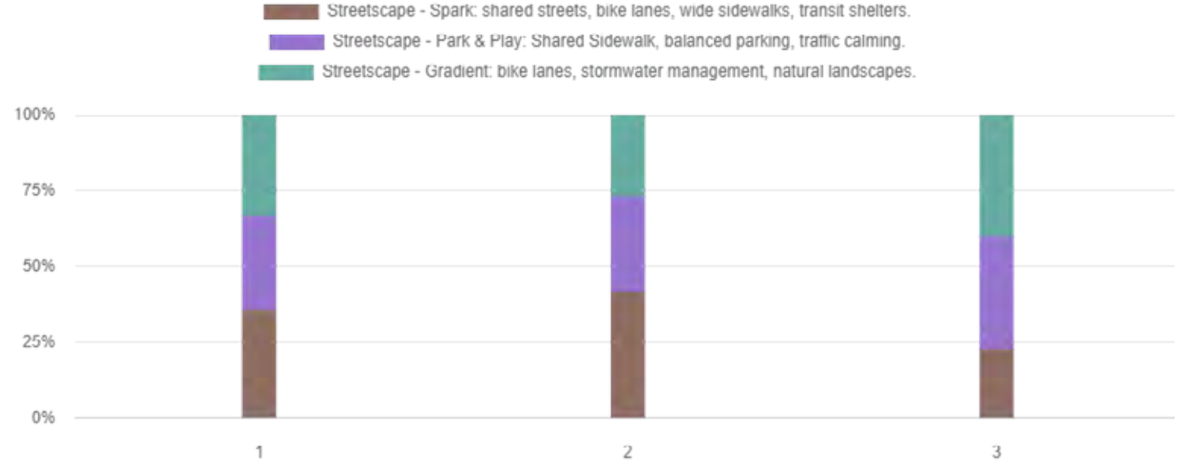


Park & Play



Gradient





Look & Feel - Purblic Realm/Open Space Survey Results

Which Public Realm/Open Space & Placemaking Elements Do You Like Most? Rank 1-3, most to least.

Spark

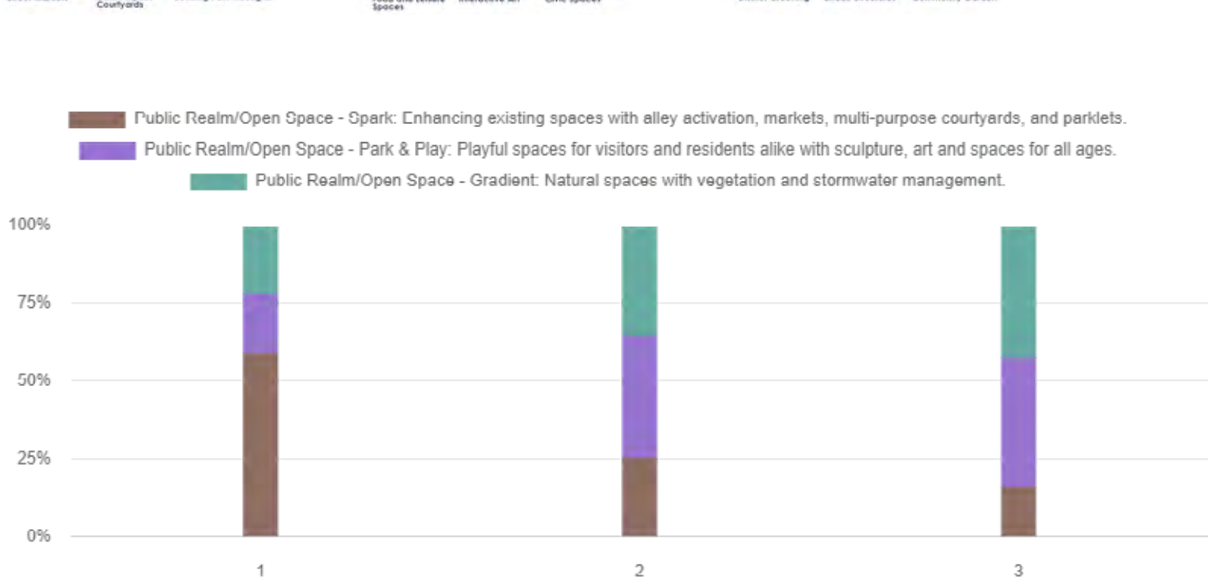


Park & Play



Gradient





Look & Feel - Land Use Elements Survey Results

Which Land Use Elements Do You Like Most? Rank 1-3, most to least.

Spark

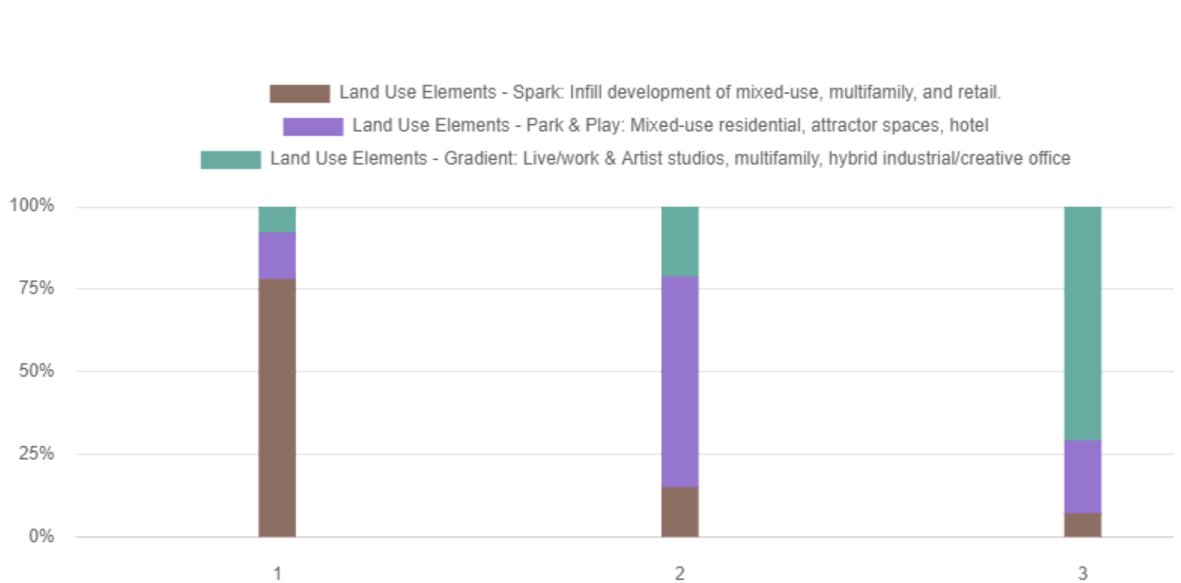


Park & Play



Gradient





Look & Feel - Design Language and detail Elements Survey Results

Which Design Language and Detail Elements Do You Like Most? Rank 1-3, most to least.

Spark

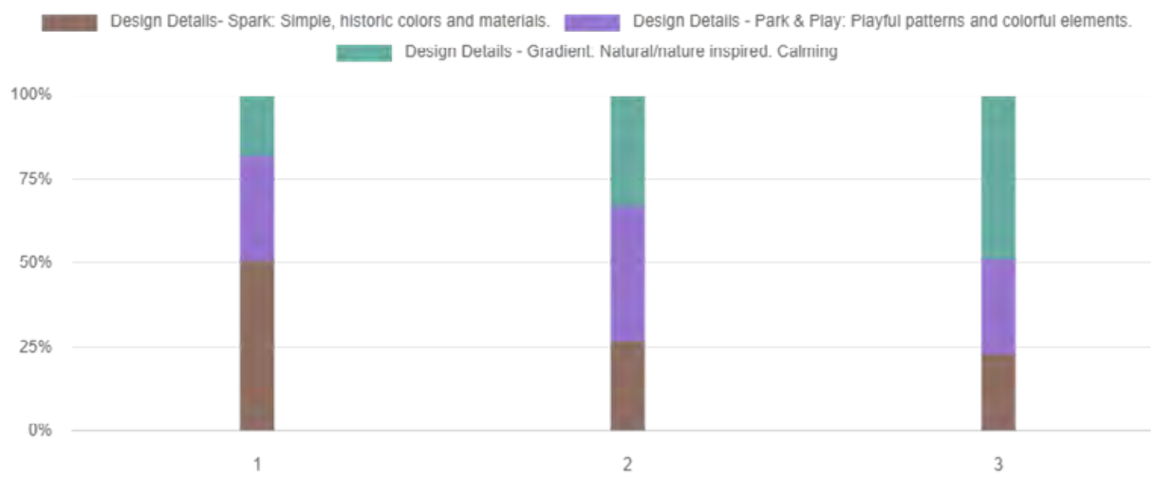


Park & Play



Gradient





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Open Ended Concept Survey Comments

Housing | Unhoused | Landscape | History/Feeling | Transit | Reference | Business | Gateway | Bikes | Pedestrians | Parking/Traffic

Do you have any other thoughts or comments about the project and concepts?

California, Banning, Desert, or any other historical information posted. Let me learn something.
Jun 30, 2023

Thank you for caring enough about Banning to work toward having a vibrant, healthy downtown!
Jun 28, 2023

Concern that survey may be skewed to Spark because the Spark option is always listed first on the survey questions.
Jun 27, 2023

Something that would appeal to people that drive by on the freeway and make them want to stop and take a load off.
Jun 26, 2023

Clean up Ramsey street. Get rid of all the burned down hotels. We have a prime location. Our city is right of a busy highway. When there's traffic we have thousands of people using our streets. So many potential customers. Let's entice them in. We can have that small town charm. We are a small town with no charm.
Jun 25, 2023

Homelessness needs to be addressed for the down town area to be developed into anything. Looking forward to seeing positive change in the down town area of banning it's long overdue.
Jun 25, 2023

Love all the effort!
Jun 23, 2023

We should implement drought tolerant landscapes and large shaded trees that require minimal water use. I love the ideas of more natural themes and think it would be beneficial to have during hot, sunny days where lots of shade could help.
Jun 23, 2023

Lower tax for business. Add more restaurants. Relocate the homeless to the end of banning by cabazon away from the freeway.
Jun 22, 2023

Would love to have dining options that are not chain restaurants. Maybe indoor/outdoor concept.
Jun 22, 2023

Every city should keep an appreciation of their history but that doesn't mean the whole city needs to keep the history throughout. Banning is growing, from people all over and is becoming very diverse in culture and age, which should be kept in mind when designing. Take a look at Victoria Gardens, Haven City Market, and Citrus Plaza.
Jun 22, 2023

Creative office space ,Virtual office space , open space, colorful buildings, Hotel not Motel , sculpture art, more inviting for small businesses, inviting atmosphere , the designs are very nice colorful and more inviting .no dollar stores, no liquor stores, no more taco places, can we get a fish dinner restaurant. No more fast food, can we get a olive garden, TGIF Fridays, BJs or other better restaurants
Jun 22, 2023

We need a new "Orange Hill Mining Co." up the hillside for our view and a nice dinner, for one thing. This is the new North Tustin, Beverly Hills, Orange Hill, of Banning, the last and highest spot before Palm Springs and all that is coming. Do NOT ruin it with industrial! Places to show off horses, stagecoach - high end like Norco's Horse Town USA. Last chance to not mess up the Pass. Mix Corona Del Mar / Laguna Beach / Norco and PS into one right here. Like Sun Lakes CC, but on the outside! 1 level high end hotels, but do not ruin views. Do that down the mountain. Thank you.
Jun 22, 2023

Follow Beaumont's ideas. They have allowed so many new shopping centers and its always full. Bring some of that economy to Banning. Make Banning new. It's old and run down. We live here but go out of Banning to shop and play.
Jun 22, 2023

Stormwater management makes sense and provides a green space.
Jun 22, 2023

We need more things to do in Banning. I am very tired of having to go all the way to other cities like Moreno Valley and Palm Springs to be able to enjoy going out with family. Banning has absolutely nothing but homes, horrible choices for food, no shops, and virtually no entertainment.
Jun 21, 2023

More department/grocery stores will bring more money and more people with money. Beaumont is one of the fastest growing cities in California and we are it's sister city, which means we are able to get the same growth if there was something to draw families in. Lack of stores and entertainment will keep a poor town, a poor town. In order to grow banning. Banning needs to grow itself.
Jun 21, 2023

All of this would be great if the transient wouldn't destroy the property. People are afraid of going into certain areas of Banning because of the homeless.
Jun 17, 2023

Safer, cleaner downtown, Cameras, police enforcement & presence
Jun 16, 2023

Keep the history, but with California natural landscaping and storm water infrastructure
Jun 14, 2023

City should bring in a grocery store/ box brand into the downtown area. Promote shopping locally with a new concept that will benefit residents. The down town area could be brightened with restaurants/ bars that have a down town Redlands or old town Temecula feel.
Jun 14, 2023

Housing | Unhoused | Landscape | History/Feeling | Transit | Reference | Business | Gateway | Bikes | Pedestrians | Parking/Traffic

Buildings no more than 2 stories. Attract the people we want to see. More upscale dining, shops and activities. Skating rink, Ballroom dancing.
Jun 8, 2023

Maybe work on the drug and homeless problem in the area first. you want to spend all our money on something nice for them to ruin it. Get rid of the Grey hound stop releasing the criminals from jail into the city. It's terrible when I can even get gas at 22nd with out getting hit up for change
Jun 7, 2023

Instead of focusing on an area that only city employees are pertinent too, why not focus on other areas that really need improvement. The downtown area is not in need of an uplift at the moment.
Jun 2, 2023

Landscaping should be low maintenance and drought tolerant. Perhaps more hardscapes (e.g. DG , colored gravel). Tree's should be away from building. I'd like to see lights strung from across Ramsey from buildings like historic pictures show. The addition of a large tree to be used for a Christmas tree lighting would be well received. One comment on the concept; the vibrant colors used with the gray contrast makes it very difficult to visualize what it would actually look like in real life.
Jun 1, 2023

I believe park and play, then spark, then gradient would be the wisest. I believe it would bring more life to the area and give the feel of a vibrant community.
Jun 1, 2023

In some instances, I preferred elements from 2 different ones and not all the details in each individual design
May 29, 2023

Right now it is a waist of money, that could be used more effectively. Also the city counsel needs to learn to listen to those who are working for the good of the citizens . Investigate the process and correct their mistakes before making decisions. Sherri has worked so hard and no one on counsel listens or considers checking on the problems brought up by her. Like they are only there for themselves or intimidated by the city manager, or fattening their pockets by city manager for some reason.
May 28, 2023

I want to suggest something unique, historic like Redlands. Also, some fun activities as well, such as monthly fair or event. Something you can hangout and never get board
May 26, 2023

1, 3,2 most to least concept. You may want to consider closing Ramsey from 8th street to Hargrave. The Ramsey can only hold single lane in this area. Would work better to route traffic around to Lincoln where streets are wider and able to handle heavier traffic. Look closer at design review for this area. Encourage a for historic outward appearance instead of a mixture of back street garage vs plain stucco exterior. You don't get a good vibe looking at uninteresting stucco.
May 26, 2023

Provide enough waste containers to keep the area clean. Provide enough lights to keep the area safe.
May 26, 2023

Don't screw up Banning's small town Horse Town Charm. Take care of the major issues affecting this town, burn out businesses, homeless and drugs. When those issues are quelled and continually enforced, then you can start making over the downtown. Until then, no matter what you do, it's like putting lipstick on a pig.
May 26, 2023

Need to clean up transients for this to be effective.
May 26, 2023

The only thing that will draw people to downtown, is to have something there that they can't get elsewhere- ex: Costco, Target, Sam's Club, Trader Joe's, Whole Foods, Olive Garden, Outback Steakhouse, Red Lobster. Places that people need or want to return to, over and over. Cute streets and bike racks aren't going to bring people, there has to be a major destination spot to draw them in, and then nice surroundings will keep them coming back.
May 26, 2023

I would love to see more activities and areas for the kids teenagers and of course area where family can get together besides a park arcade will be something fun for the kids
May 25, 2023

It would like to see more bright lighting in the area as well in the neighborhoods close to it. It would be nice to have a small playground for the kids while the parent have a sitting area to watch and relax
May 25, 2023

Some other ideas: a) https://i2.wp.com/lenjourneys.com/wp-content/uploads/2019/02/seoul-25.jpg?ssl=1 b) https://www.realtor.com/wp-content/uploads/2016/03/iStock_000054265102_Medium.jpg c) https://hips.hearstapps.com/hmg-prod/images/broken-shaker-at-freehand-hotel-1659475341.jpg





May 25, 2023

Get the homeless off the street so they don't mess it up more
May 25, 2023

I like 1-3-2 in all questions but unable to change order
May 25, 2023

Complete Streets Design Board Results

Main St- Ramsey & San Gorgonio
The Spark (9 Votes)
Park & Play (5 Votes)
Gradient (1 Vote)

Alleys
The Spark (9 Votes)
Park & Play (2 Votes)
Gradient (1 Vote)

1st Shared Street
The Spark (4 Votes)
Park & Play (1 Vote)
Gradient (5 Votes)



Comments

Spark

- Connect to Dorothy Cultural Center on 1st Street, Respect all historical resources.
- Church on 1st brings many people
- Oakland has opportunities for (unsure, heal atl?) always could be good.
- San Gorgonio: Hays to Williams, is it an "Arts District?" Wonderful, have cafes in artist studios in the curved building.

Park & Play

- Ramsey & San G - Park & Play - Liked sidewalk
  "Steel stagecoach cutout as gateway (into Ramsey"
  Unintelligible note (control, Baldwin park?)

Gradient

- Ramsey & San G - Gradient -
  Trees might block business views.
  Like additional trees in any concept.

Look & Feel Board Results

Streetscape & Mobility
The Spark (8 Votes)
Park & Play (2 Votes)
Gradient (1 Vote)

Public Realm/Open Space & Placemaking
The Spark (9 Votes)
Park & Play (2 Votes
Gradient (0 Vote)

Land Use
The Spark (2 Votes)
Park & Play (1 Vote)
Gradient (2 Votes)



Comments

Spark

Streetscape & Mobility- Gathering Spaces and Shared Street

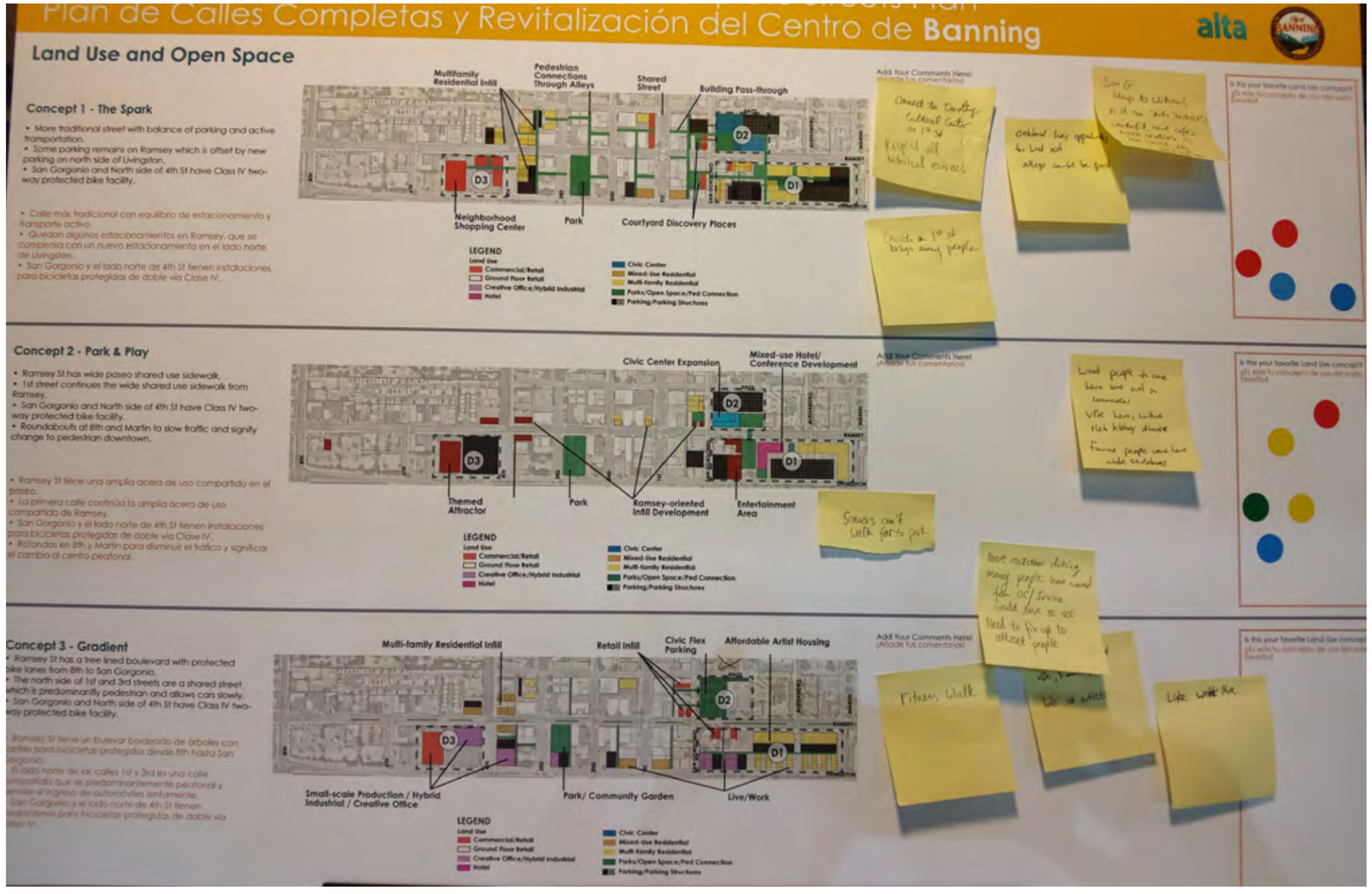
Public Realm/OS- Celebrate cultural, represents heart of city

Park & Play

Gradient

Land Use & Open Space Board Results

The Spark (4 Votes)
Park & Play (5 Votes)
Gradient (0 Votes)



Comments

Spark

- Connect to Dorothy Cultural Center on 1st Street, Respect all historical resources.
- Church on 1st brings many people
- Oakland has opportunities for (unsure, heal atl?) always could be good.
- San Gorgonio: Hays to Williams, is it an "Arts District?" Wonderful, have cafes in artist studios in the curved building.

Park & Play

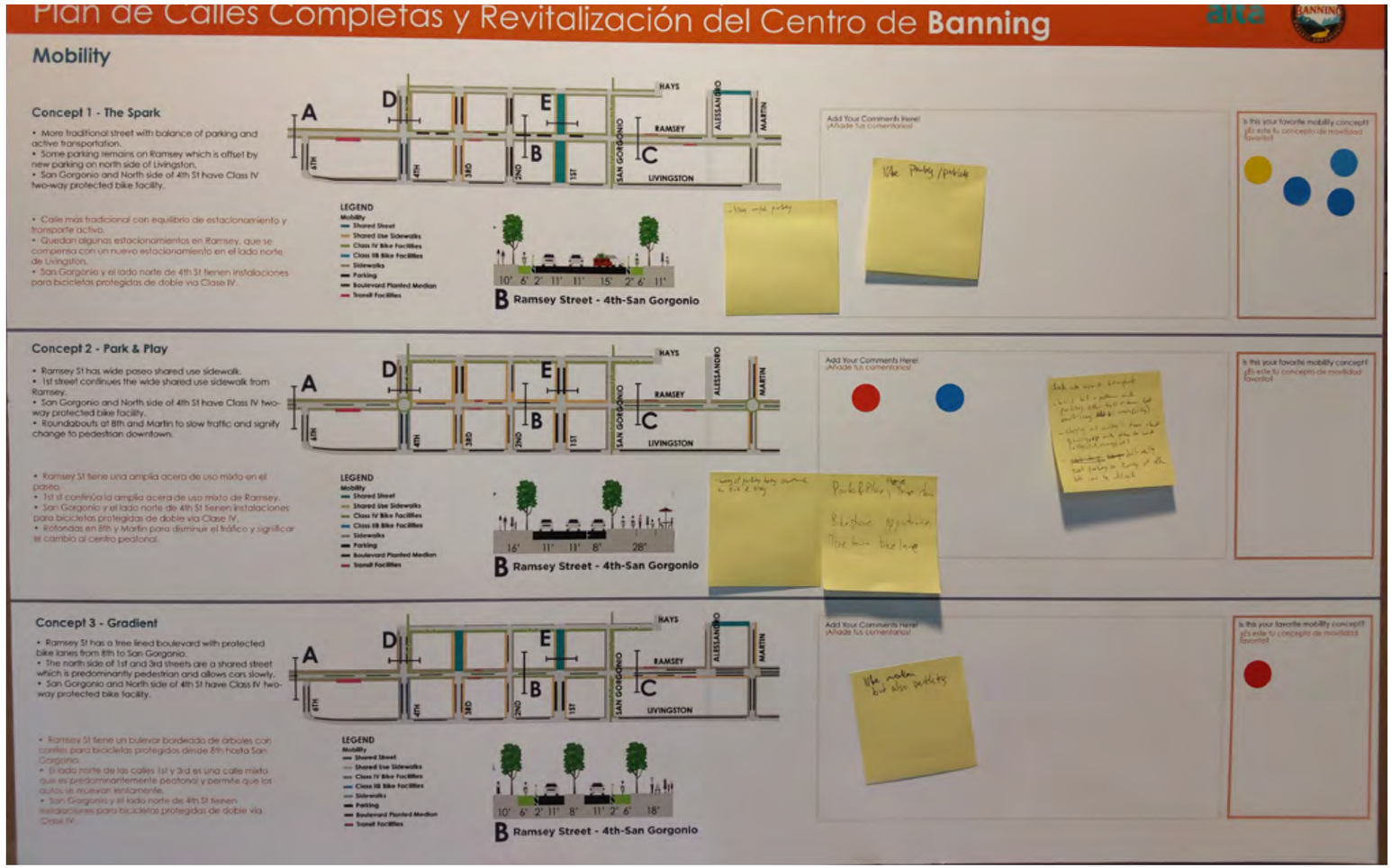
- Seniors can't walk far to park
- More outdoor dining, many people have moved from OC/Irvine would love to see.
- Need to fix up to attract people.
- Want people to come here but not so (unsure, commental?) Live here, culture rich, history diverse. Famous people come here (for?) Christmas.

Gradient

- Fitness walk
- Lots of artists
- Like work/live

Mobility Board Results

The Spark (4 Votes)
Park & Play (2 Votes)
Gradient (1 Vote)



Comments

Spark

- Likes angled parking
- Likes parking / parklets

Park & Play

- Worry street parking being sacrificed on Park & Play
- Tone down color in theme. Want bikeshare opportunities, tone down bike lane
- Take into account (transplants?)
- Hasn't had a problem with parking. Other back of house (parking) lots aren't scary. City not big enough to utilize parking structure.
- Stopping and walking is fun in Banning, especially with places to visit (like proposed alleys, lots, Ramsey ideas.)
- Don't really need parking on Ramsey if other lots can be utilized.

Gradient

- Likes median but also parklets

Gateways Board Results

The Spark (6 Votes)
Park & Play (0 Votes)
Gradient (1 Vote)



Comments

Spark

- What became of the trolley around town?
- Likes light up, old town aesthetic. Flags are cool.
- Lightly connecting across street, should have one section that's predominantly ped that has these.

Park & Play

- (likes that the) Interstate is very consistent (with regards to signage) get this stuff (designs like palm springs sign in pic) off interstate.
- Gateway after roundabout to pull people downtown
- Needs to be 8th Street where people are coming from freeway

Gradient

Land Use Development Sites Board Results

Dev Site #3- Social Services
The Spark (1 Vote)
Park & Play (4 Votes)
Gradient (0 Votes)

Dev Site #2- Civic Center
The Spark (2 Votes)
Park & Play (4 Votes)
Gradient (1 Vote)

Dev Site #1- SE Lot
The Spark (2 Votes)
Park & Play (2 Votes)
Gradient (2 Votes)



Comments

Spark

- D2 - Remove hedges & keep trees in the park
- D1 - "Bring a lot of people, establish residence"

Park & Play

- D2 - Like the idea of centralized parking

Gradient

- D1 - Likes idea of artist housing, has to be done well

Plotted Maps For Comments

•Wanted to buy for food trucks or community garden with Boys & Girls Club

• Signage Plan

• Protecting cleanliness and orderliness is important to Downtown.

• (Park and Play) Best alternative for low foot traffic areas.

• No low-income housing: “record in Banning has not been good (but affordable housing is OK”)

• Lighting & safety is key for new people.

• Arts & Crafts businesses are coming.

• Stagecoach theme doesn’t draw young people.

• Connect to cultural center / gathering, used to be arts district.

• Banks, DMV, Grocery gone. Emphasize diversity, So much history. Compare to Oakland.

• Gut (?) the building & make into recreation. (1st and Hayes)

• Boutique hotel with adjacent activity(?) pool.

Spark



Park & Play



Gradient



Other Comments From Public Open House

• Concern from business owners about removal of parking on 1st. Business owner suggested building parking garage on Livingston.

• Concern that not enough effort was dedicated to understanding Native American culture/relationship to town. Pointed out the close proximity of the Dorthy Ramon Learning Center to the downtown project study area.

Walk Audit Comments

Site D1- SE Lot

• Have it be mixed-use

• San Gorgonio Inn was the anchor of the city. Style of the building was notewroty, and the Inn provided comfort food for the community. Incorporate old sign, which the city now has. People coming in from the freeway will notice the sign as they're driving by.

• City has old sign in storage

Site D2- Civic Center

• Open this area up, have it be a civic space. Currently feels like dead space. People think it's a scary space; homeless people mostly use it.

Site D3- Social Services Building

Alleys

• Can tie them into events that happen at banquet home, and any other adjacent business/city.

• Students and pedestrians will utilize them.

• Have to be maintained and kept clean.

• Provide enclosures for trash.

• Provide shading.

• Keep them closed at night, but still retain access for maintenance vehicles.

1st St

• Where most people park for Fox Theater.

• Fox Theater needs access from the front at all times (city laws).

• Need signage to let people know where parking is at.

• There are drainage problems at the emergency exits, back of Fox.

Boys & Girls Club

• Splash pad for when it's hot during the summer?

• Have it be a public/private space – kids get exclusive access during certain times of the day.

General Comments

• City needs much more open space.

• Local indigenous tribe would want to incorporate their art

• Stagecoach them is dying because it doesn't appeal to the current demographic.

• There is a landlord across from the Fox Theater that refuses to do anything with it – is currently vacant.

• Smaller trees at Ramsey St so not to block business signage.

• Keep semi trucks out of Ramsey.

MOBILITY ALTERNATIVES

The Spark

RESTORE DOWNTOWN AS THE HEART OF THE COMMUNITY

Mobility

- **8th - 4th:** Class IV lanes and more typical existing sidewalk widths. Median turn lane.
- **4th - San Gorgonio:** Standard sidewalks. Class IV bike lanes. Angled parking and parklets predominantly on north side but can be on south.
- **San Gorgonio - Martin:** Class IV bike lanes. Parallel parking.
- **1st St/Alleys:** 1st Street north and south are shared streets which are primarily pedestrian with design treatment to enhance that experience. Vehicular movement is slowed with minimal parking. Alleys are hardscaped with historic inspired design and allow for engaging pedestrian experience and mobility.
- **Livingston:** Parking on north side of street offsets parking removed from Ramsey. Livingston could also be used as Truck route to divert truck traffic from Ramsey.



Shared Street



Enhanced Crosswalk



Bike Lanes



Transit

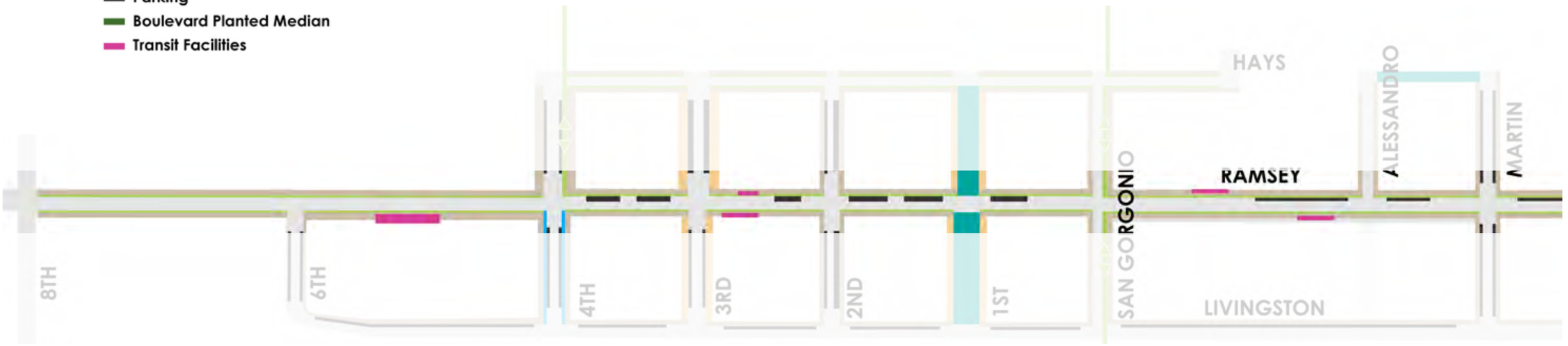


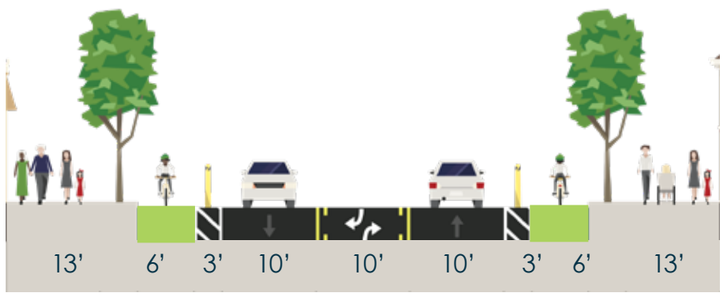
Widen Sidewalk

- **LEGEND**

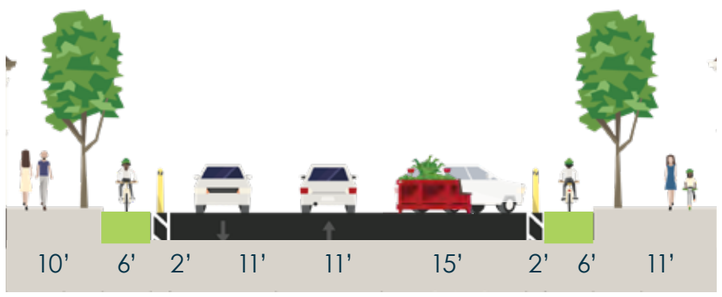
Mobility

- Shared Street
- Shared Use Sidewalks
- Class IV Bike Facilities -Protected with bollards, planters, etc.
- Class IIB Bike Facilities -Buffered using wide painted striping
- Sidewalks
- Parking
- Boulevard Planted Median
- Transit Facilities

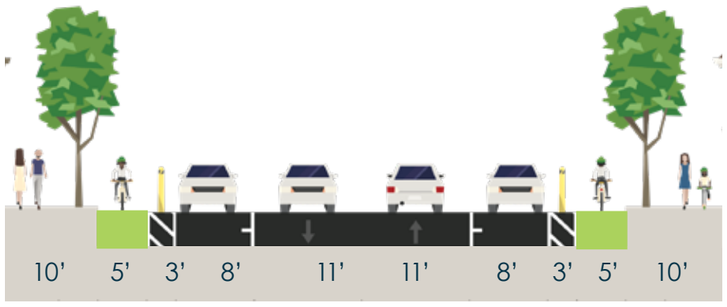




- Class IV 6' lanes.
- Median turn lane.



- Class IV 6' lanes.
- Angled parking/parklets (can switch to either side).



- Class IV 5' lanes.
- Parallel parking both sides.

Park & Play

GREAT HUBS, ACTIVE SPACES

Mobility

- **8th - 4th:** Boulevard with trees in wide median enhances entrance from 8th to downtown for all users and slows vehicle speeds. Turn pocket also within median. Class IV bike facilities for complete street activity.
- **4th - SG:** Wider paseo shared use sidewalk on north side. Allows for bikes. Parallel parking on north side. South sidewalk is also wider.
- **San Gorgonio - Martin:** Boulevard similar to 8th-4th. Wider sidewalk on north side by civic center.
- **1st St/Alleys:** Wide shared-use sidewalks allow active transportation users. Alleys incorporate art and colorful elements and are key connections from parking to spaces downtown.
- **Livingston:** Parking on north side of street offsets parking removed from Ramsey. Possible couplet with Bryant Street on other side of I-10. Livingston could also be used as Truck route to divert truck traffic from Ramsey.
- **Roundabout:** Roundabouts at 4th and Martin slow traffic coming into downtown and create opportunities for gateway elements in the middle. Traffic circles can also have protected facilities for active transportation users.


Shared Use Sidewalk


Bike Lane


Enhanced Crosswalk


Traffic Calming, Roundabout



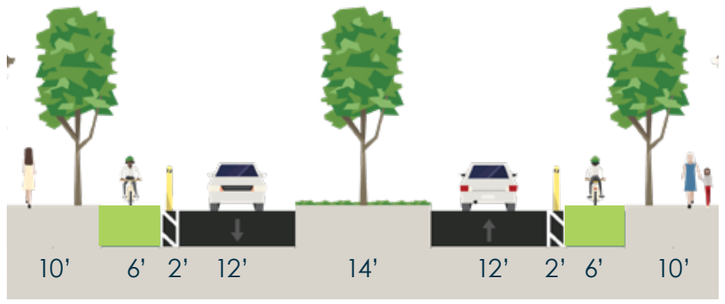
Parking

- **LEGEND**

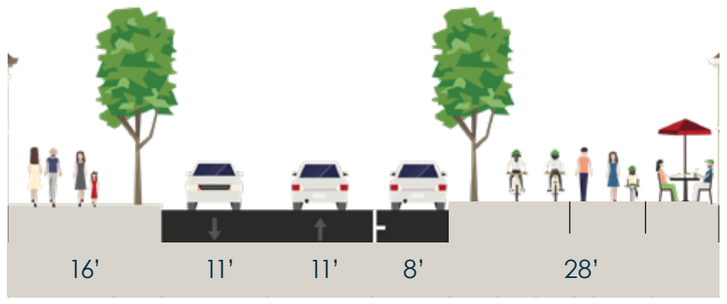
Mobility

- Shared Street
- Shared Use Sidewalks
- Class IV Bike Facilities -Protected with bollards, planters, etc.
- Class IIB Bike Facilities -Buffered using wide painted striping
- Sidewalks
- Parking
- Boulevard Planted Median
- Transit Facilities

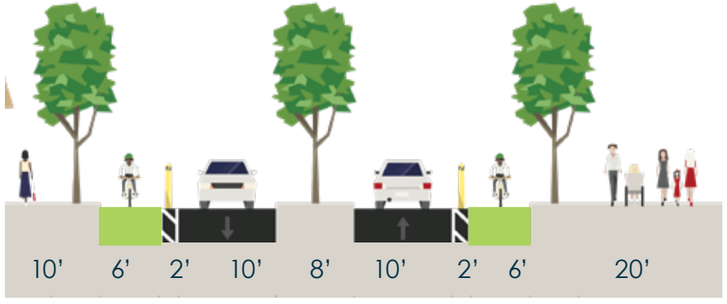




- Class IV 6’ lanes.
- Median doubles as turn pocket.



- Shared use sidewalk allows bikes and pedestrians.
- One lane parallel parking.



- Class IV 6’ lanes.
- Wider north sidewalk.
- No parking.

Gradient

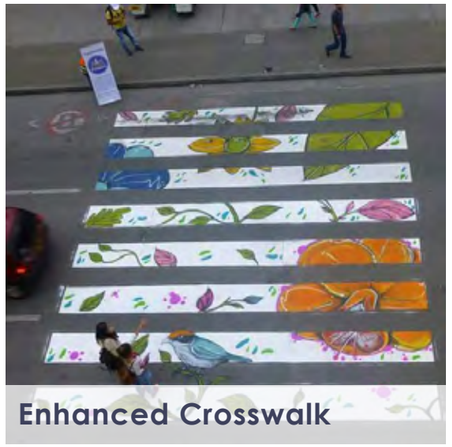
LIVE/WORK BANNING, BLURRING THE LINES

Mobility

- **8th - 4th:** Boulevard with trees in median enhances entrance from 8th to downtown for all users and slows vehicle speeds. Class IV bike facilities and wider sidewalks promote all modes of travel. Turn pockets incorporated into wider median.
- **4th - SG:** Boulevard with Class IV bike lanes. Slightly wider north sidewalk.
- **SG - Martin:** Wide shared-use sidewalk on southside accommodates all active transportation users. Tree lined median slows traffic coming into downtown. Parallel parking on either side.
- **1st St/Alleys:** Green infrastructure focused design. 1st transitions from shared-use sidewalks to Shared Streets which relates to shift of land use from commercial mixed use to residential.
- **Livingston:** Parking on north side of street offsets parking removed from Ramsey. Possible couplet with Bryant Street on other side of I-10. Livingston could also be used as Truck route to divert truck traffic from Ramsey.



Gateway Features



Enhanced Crosswalk



Bike Lanes



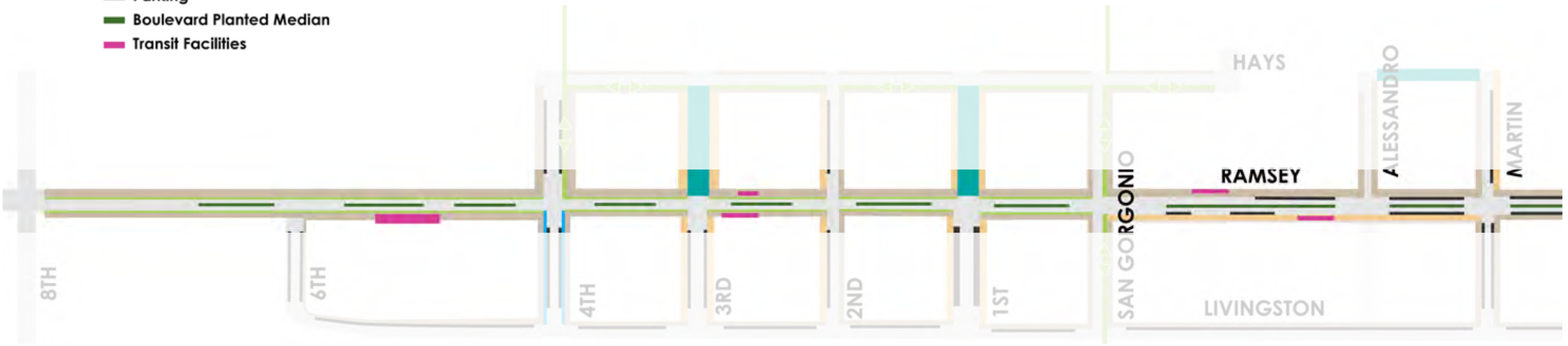
Transit

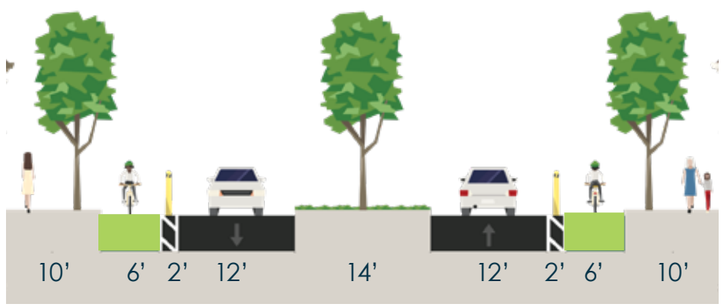


Wide Sidewalk

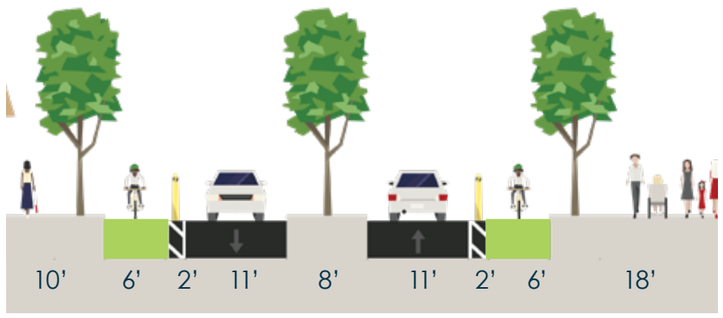
- **LEGEND**

Mobility
- Shared Street
- Shared Use Sidewalks
- Class IV Bike Facilities -Protected with bollards, planters, etc.
- Class IIB Bike Facilities -Buffered using wide painted striping
- Sidewalks
- Parking
- Boulevard Planted Median
- Transit Facilities

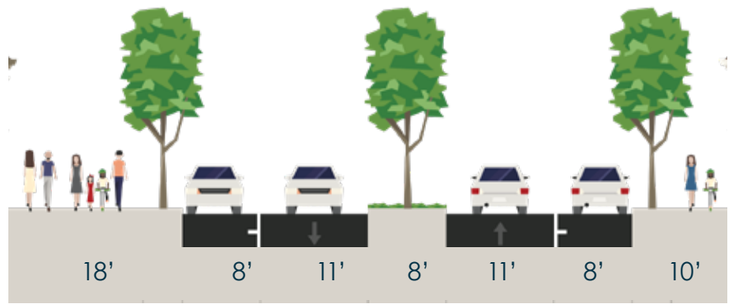




- Class IV 6' Lanes.
- Median doubles as turn pocket.



- Boulevard with wider sidewalk north side and in front of Fox Theater on south side.
- No parking.



- Boulevard.
- Shared use sidewalk south side.
- Parallel parking both sides.

Mobility Summary

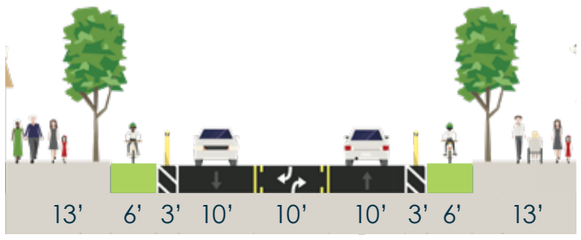


8th St to 4th St

ALTERNATIVE 1: THE SPARK

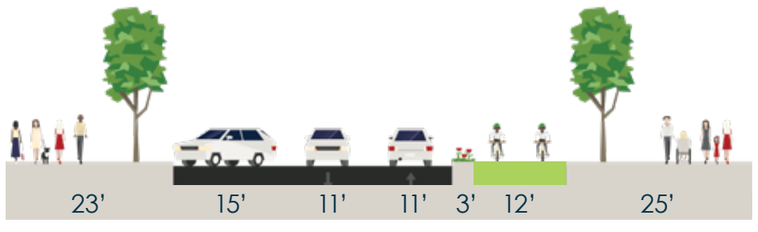


SECTION A-A



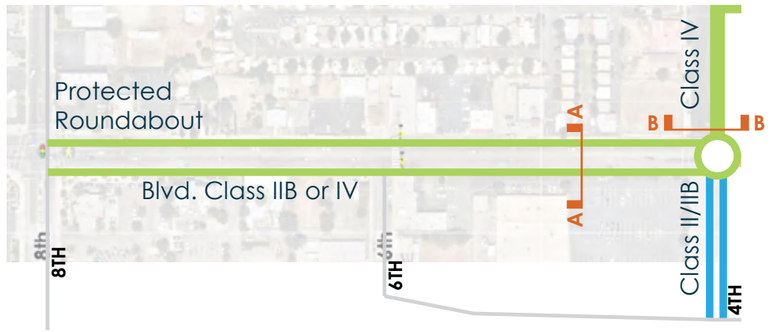
- Class IV 6' lanes.
- Median turn lane.

SECTION B-B

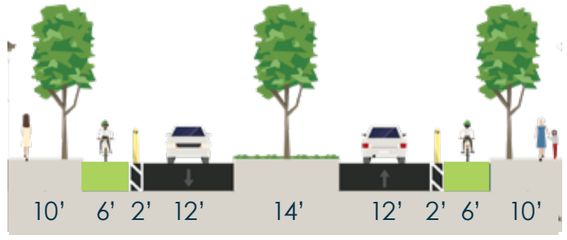


- Two-way cycle track east side, (Class 2B south of Ramsey).
- One side angled parking.

ALTERNATIVE 2: PARK & PLAY

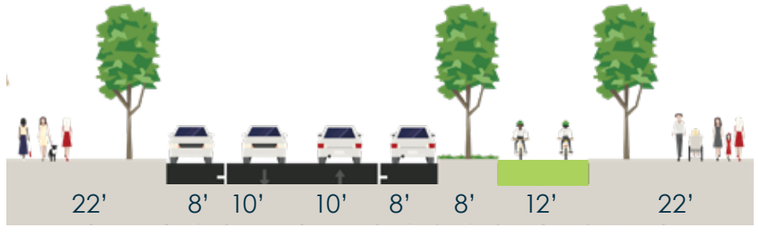


SECTION A-A



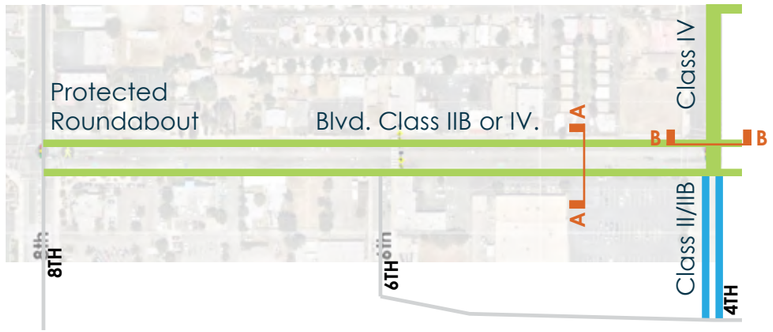
- Class IV 6' lanes.
- Median doubles as turn pocket.

SECTION B-B

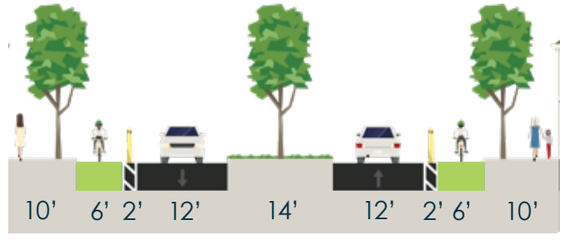


- Two-way cycle track east side, (Class 2B south of Ramsey).
- Parallel parking both sides.

ALTERNATIVE 3: GRADIENT

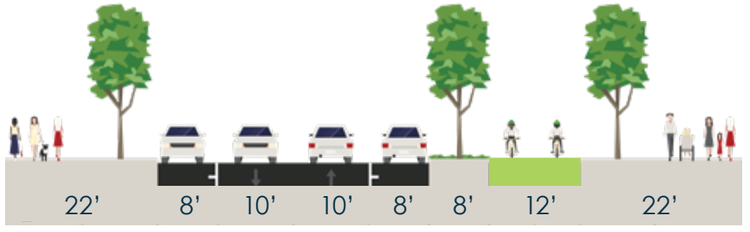


SECTION A-A



- Class IV 6' lanes.
- Median doubles as turn pocket.

SECTION B-B

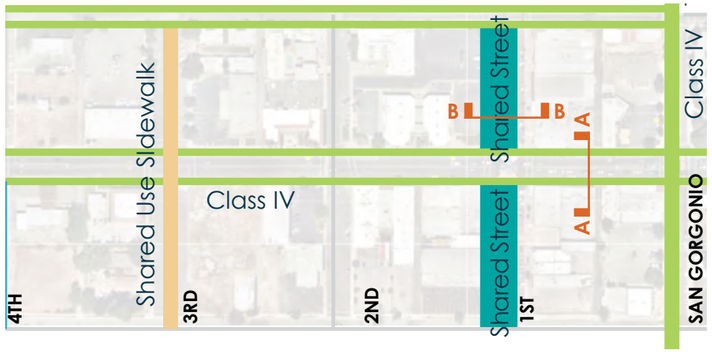


- Two-way cycle track east side, (Class 2B south of Ramsey).
- Parallel parking both sides.

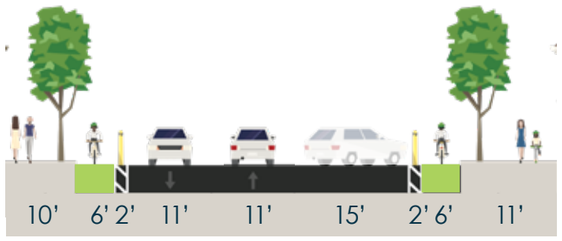


4th St to San Gorgonio

ALTERNATIVE 1: THE SPARK

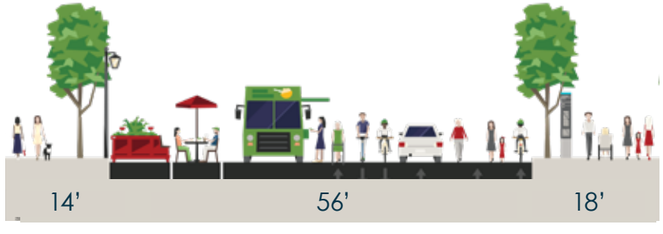


SECTION A-A



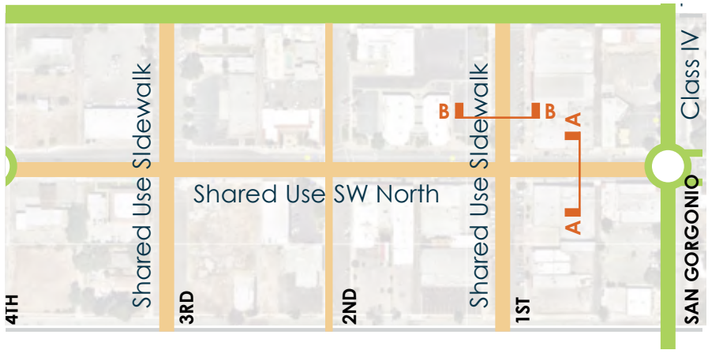
- Class IV 6' lanes.
- Angled parking/parklets (can switch to either side).

SECTION B-B

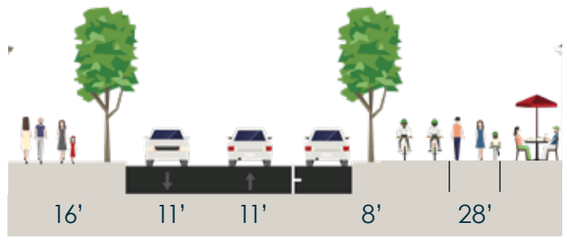


- Shared Street- mixed people and auto and allows cars slowly, possibly has a few parking spaces.

ALTERNATIVE 2: PARK & PLAY

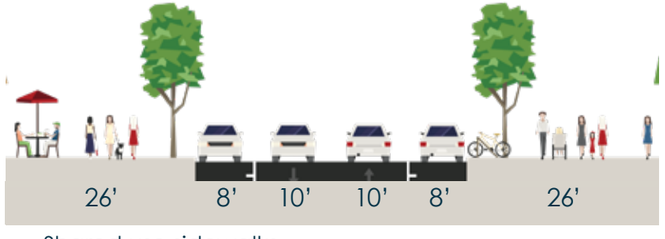


SECTION A-A



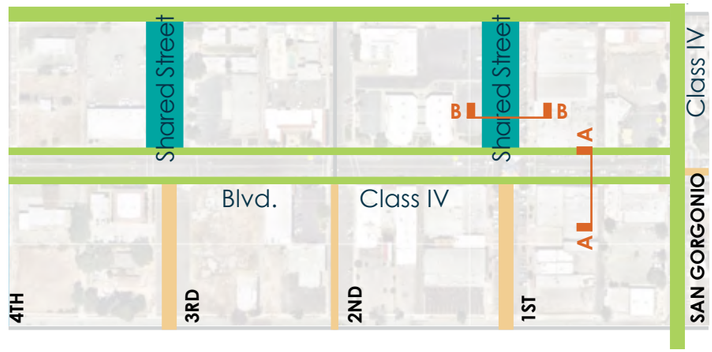
- Shared use sidewalk allows bikes and pedestrians.
- One lane parallel parking.

SECTION B-B

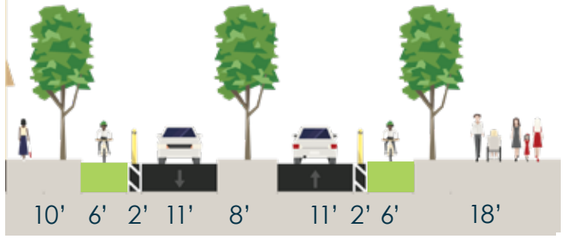


- Shared use sidewalks.
- Parallel parking.

ALTERNATIVE 3: GRADIENT

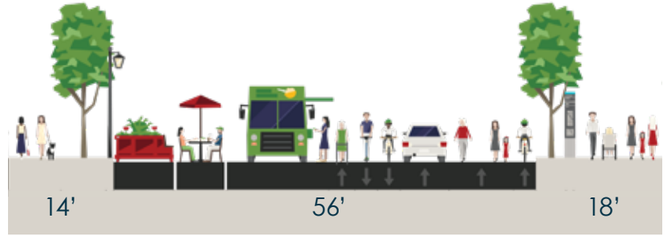


SECTION A-A



- Boulevard with wider sidewalk north side and in front of Fox Theater on south side.
- No parking.

SECTION B-B

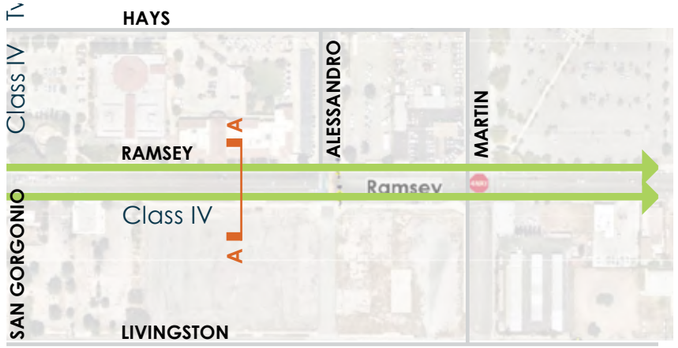


- Shared Street- mixed people and auto and allows cars slowly, possibly has a few parking spaces.

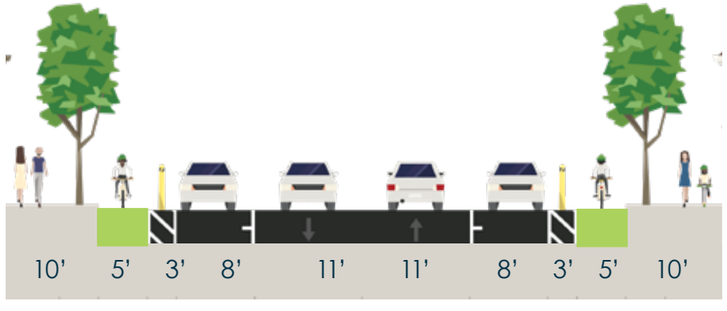


San Gorgonio to Martin

ALTERNATIVE 1: THE SPARK

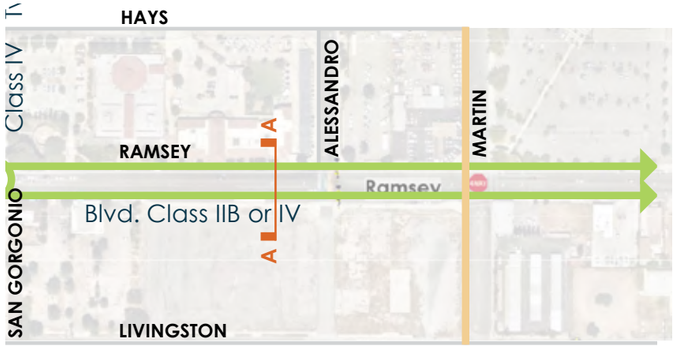


SECTION A-A

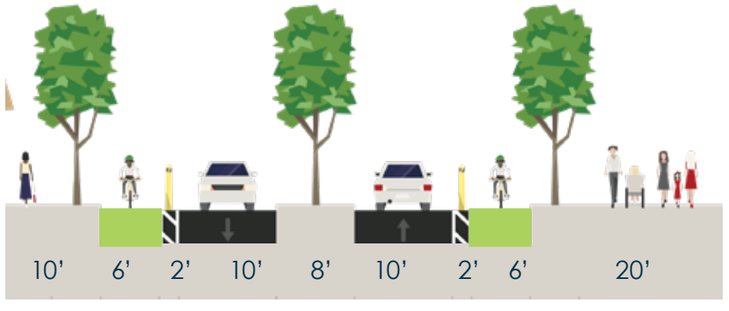


- Class IV 5' lanes.
- Parallel parking both sides.

ALTERNATIVE 2: PARK & PLAY

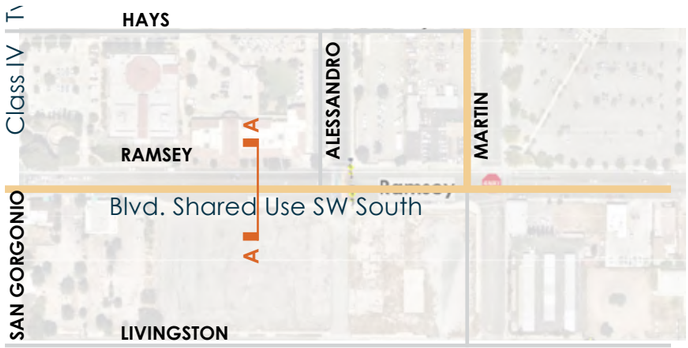


SECTION A-A

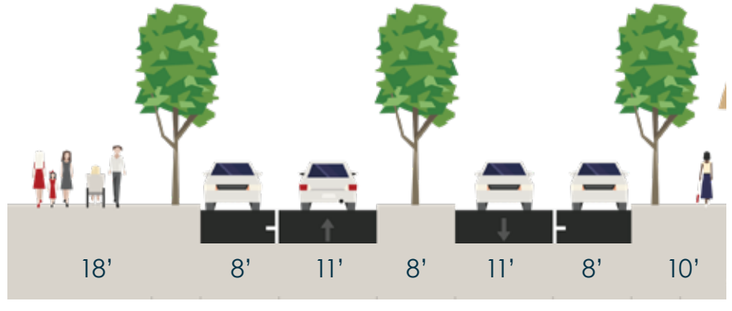


- Class IV 6' lanes.
- Wider north sidewalk.
- No parking.

ALTERNATIVE 3: GRADIENT



SECTION A-A



- Boulevard.
- Shared use sidewalk south side.
- Parallel parking both sides.

DEVELOPMENT SITES

Development Site #1

CITY-OWNED SITE

This 5.10-acre site consisting of multiple parcels owned by the City of Banning/Banning Successor Agency is the former home of the San Gorgonio Inn and the largest vacant opportunity in Downtown Banning.

From a market perspective, the site presents opportunities for highway-oriented uses such as hospitality; it also has sufficient size to possibly create the kind of amenities desired by a market-rate or multifamily housing project. Either hotel or residential uses would bring significant population into the downtown to energize the retail core.

Since the City purchased the site in 2007, it has been subject to several attempts at redevelopment; the current proposal is for a combination hotel and mixed-use project. Any disposition of the site by the City of Banning will be subject to the Surplus Land Act (2019) which requires that the property first be offered to one of:

- A qualified affordable housing developer for the development of 100% affordable housing
- A mixed-use development containing at least 300 residential units, with 25% affordable units

Demand for high-density market-rate residential may be limited in Banning, so pursuing an affordable housing development is likely a good strategy. Affordable housing developments might be developed for families or artists. A 100% affordable housing project would likely not fill the entire site, leaving other parts of the site for retail, hospitality and entertainment uses.

Spark: Mixed-Use Residential Concept

Park and Play: Hotel, Conference and Civic Park Concept

Gradient: Affordable Housing for Artists and Creative Production Concept

FOCUS: COMPETITIVE SOCIALIZING ENTERTAINMENT FACILITY

(Park and Play, R2)

The southwestern portion of the site, in particular, presents opportunities for an entertainment-oriented use that forms a bridge between the larger use that occupies most of the site and the Downtown Core's entertainment offerings to the west. One of these uses could be a "Competitive socializing entertainment facility." Also known as 'Eat N Play' or 'Sports-tainment', this facility would serve specific sections of the entertainment market looking for entertainment-type activities that can be done in larger groups and/or feature a more hands-on, active, and competitive type of entertainment. These activities often include blending physical activities with food and beverage offerings, utilizing new and upcoming technologies, and incorporating general hanging out as an amenity. Uses proposed to provide a niche market offering and encourage outside visitors and guests who may not otherwise visit downtown Banning.



Mixed-Use Residential (Spark)



Hotel, Conference (Park and Play)



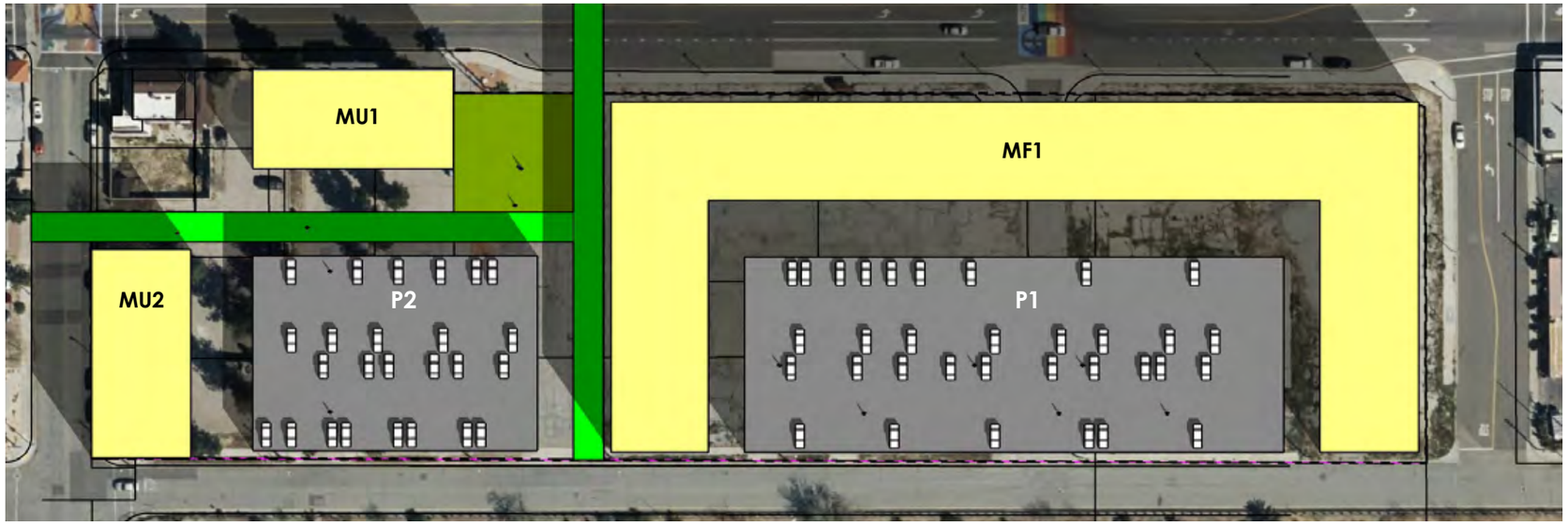
Artist Housing (Gradient)

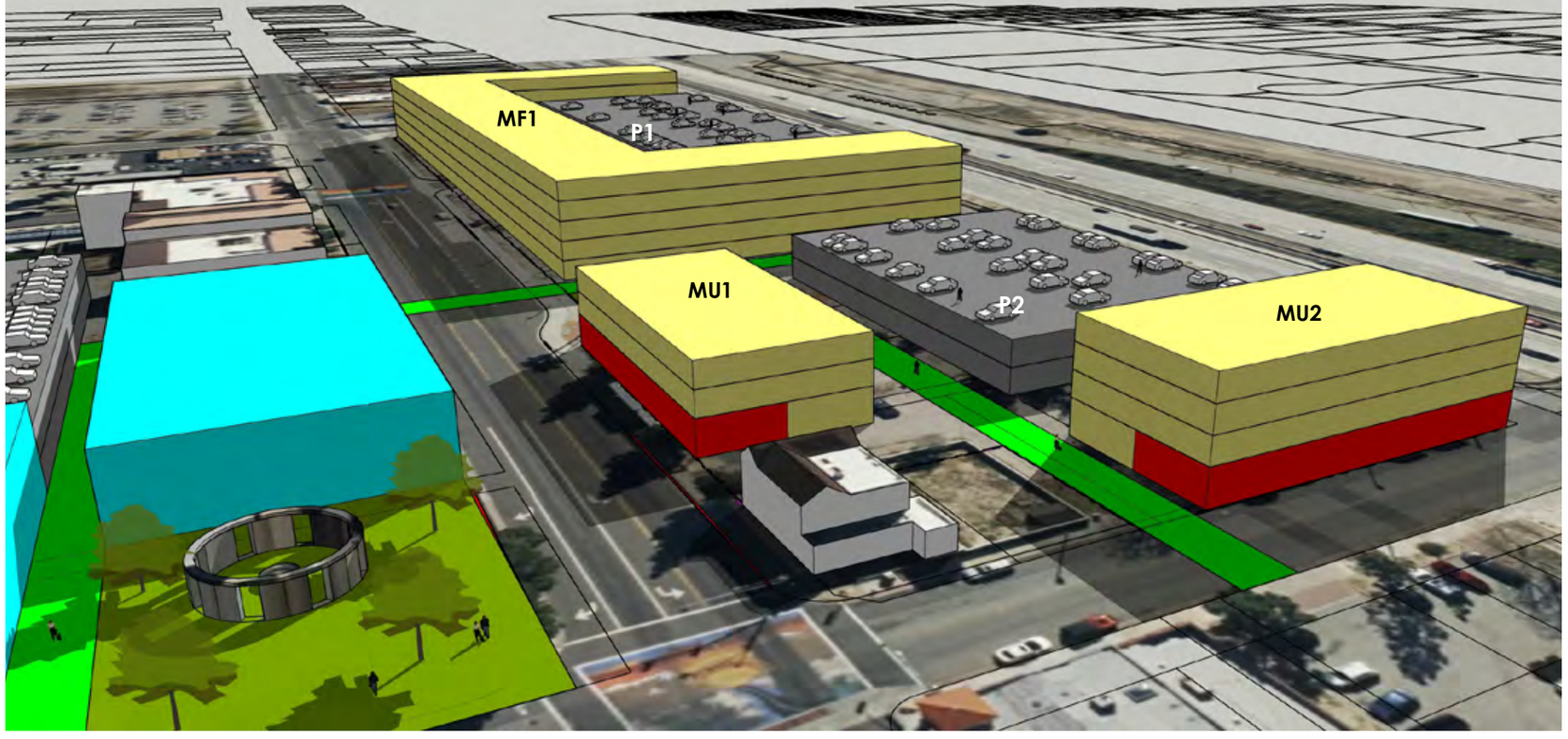


Games and Entertainment



Food and Leisure Spaces





HIGH DENSITY MIXED-USE RESIDENTIAL CONCEPT

MF1 **MULTI-FAMILY RESIDENTIAL:**

- Resi Area: 41,888 SF
- Resi Units Per Floor: 43
- Floors: 2-4
- **Total Resi Units: 135**

P1 **SURFACE PARKING LOT:**

- Parking Area: 56,815 SF
- **Total Parking Spaces: 174**

MU1 **MIXED-USE RESIDENTIAL #1:**

- GF Retail Area: 8,796 SF
- Upper Floor Resi Area: 8,796 SF
- Resi Units Per Upper Floor: 9
- Total Floors: GF+2
- **Total Resi Units: 18**

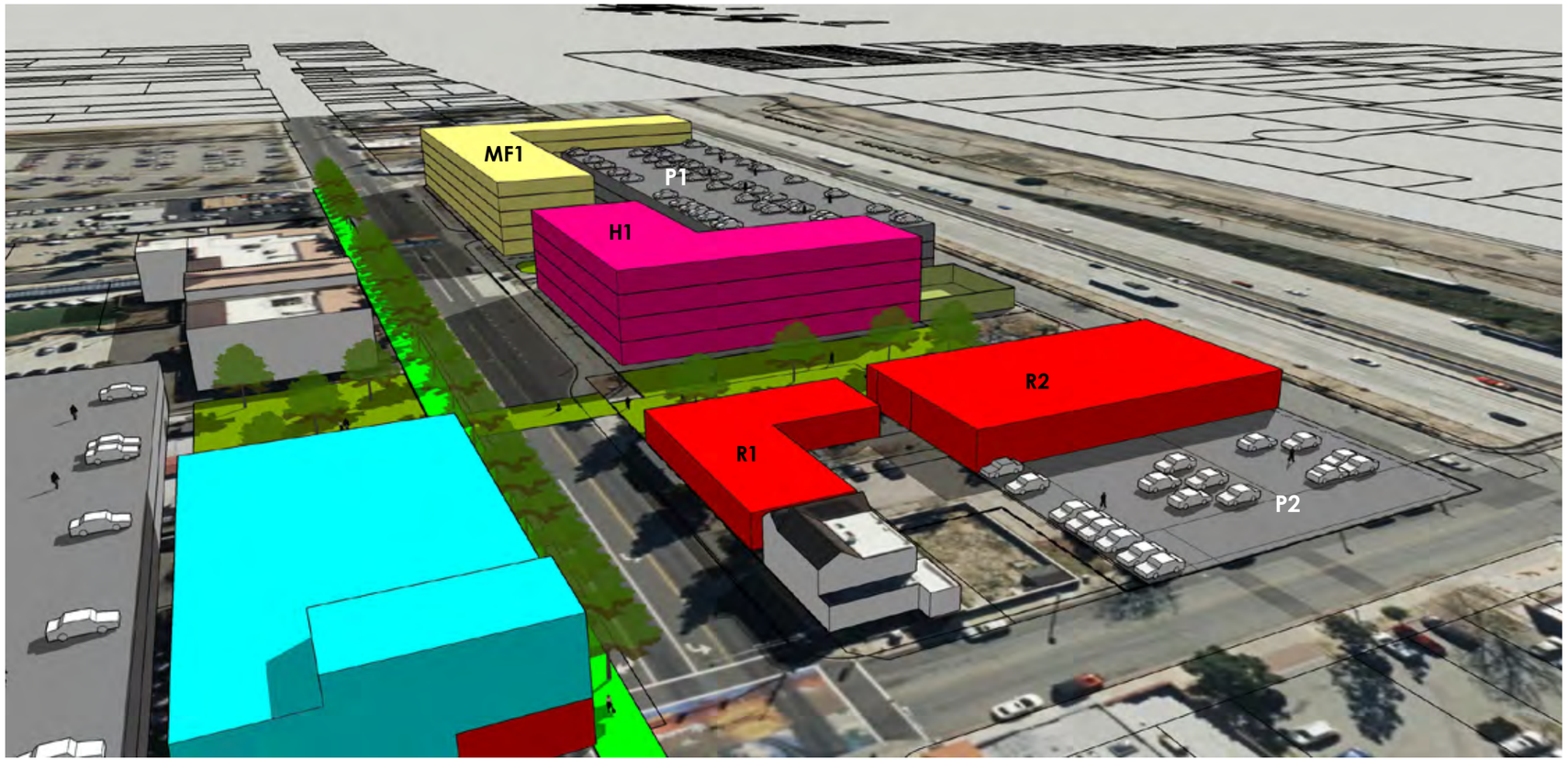
MU2 **MIXED-USE RESIDENTIAL #2:**

- GF Retail Area: 9,156 SF
- Upper Floor Resi Area: 9,156 SF
- Resi Units Per Upper Floor: 9
- Total Floors: GF+3
- **Total Resi Units: 27**

P2 **PARKING GARAGE #2:**

- Parking Area: 24,699 SF
- Parking Spaces Per Floor: 76
- Floors: 2
- **Total Parking Spaces: 152**





HOTEL/CONFERENCE CONCEPT

H1 **HOTEL/CONFERENCE CENTER:**
- Hotel Area: 18,309 SF
- Conference Area: 5,000 SF
- Rooms On GF: 20
- Rooms On Upper Floors: 36
- Floors: GF+3
- **Total Rooms: 128**

MF1 **MULTI-FAMILY RESIDENTIAL:**
- Resi Area: 32,492 Sf
- Resi Units Per Floor: 34
- Floors: 5
- **Total Resi Units: 170**

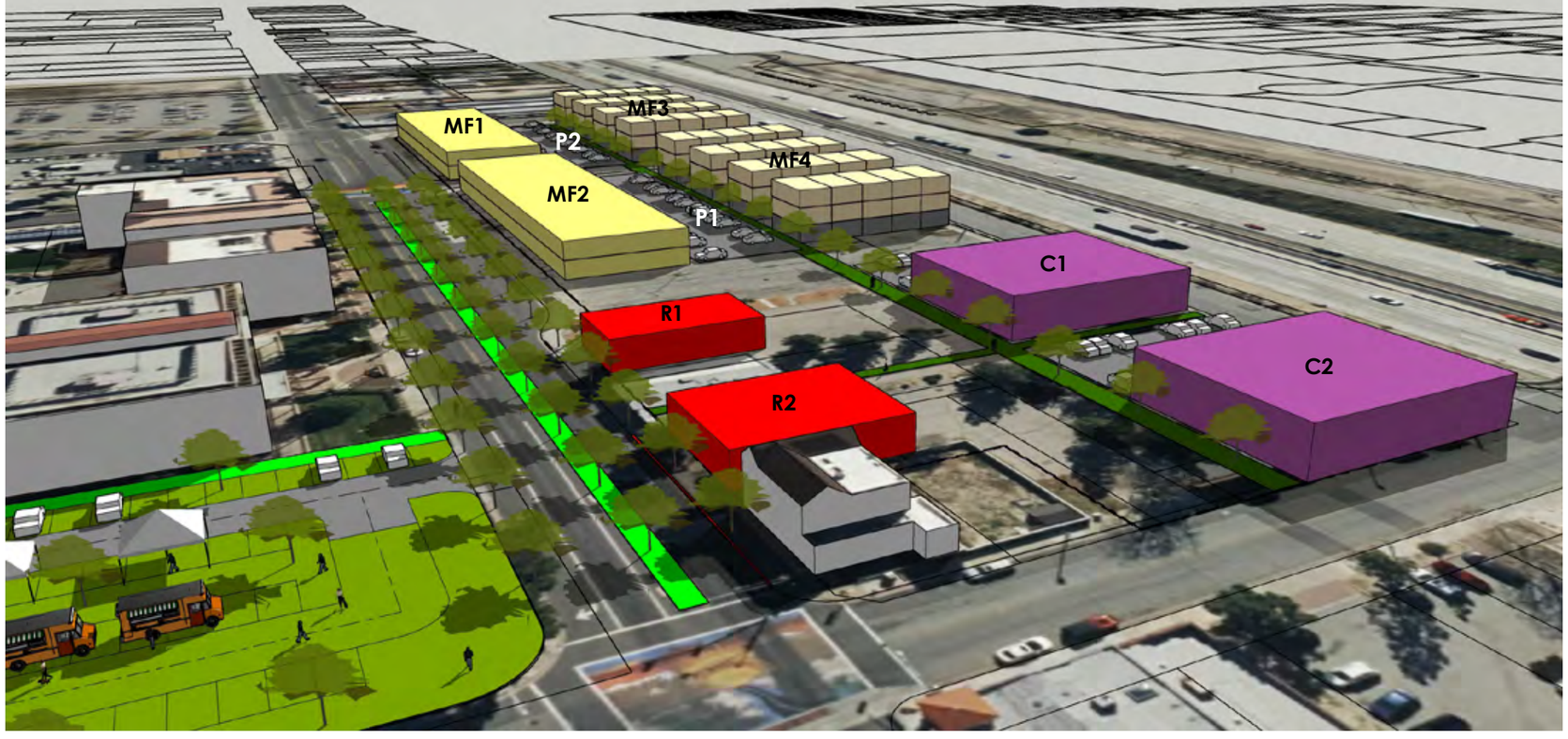
P1 **PARKING GARAGE:**
- Parking Area: 53,787 Sf
- Parking Spaces Per Floor: 165
- Floors: 3
- **Total Parking Spaces: 495**

P2 **SURFACE PARKING LOT:**
- Parking Area: 16,029 SF
- **Total Parking Spaces: 49**

R1 **IN-FILL RETAIL:**
- **Retail Area: 6,377 SF**

R2 **ENTERTAINMENT USE:**
- **Retail Area: 14,406 SF**





AFFORDABLE HOUSING FOR ARTISTS CONCEPT

MF1 **MULTI-FAMILY RESIDENTIAL #1:**
- Resi Area: 15,389 SF
- Resi Units Per Floor: 16
- Floors: 2
- **Total Resi Units: 32**

P1 **SURFACE PARKING LOT #1:**
- Parking Area: 13,990 SF
- **Total Parking Spaces: 46**

MF2 **MULTI-FAMILY RESIDENTIAL #2:**
- Resi Area: 17,427 SF
- Resi Units Per Floor: 18
- Floors: 2
- **Total Resi Units: 36**

P2 **SURFACE PARKING LOT #2:**
- Parking Area: 15,842 SF
- **Total Parking Spaces: 52**

MF3 **MULTI-FAMILY RESIDENTIAL #3:**
- Resi Area: 740 SF
- Floors: 2
- **Total Resi Units: 20**
- Parking: Under Unit

MF4 **MULTI-FAMILY RESIDENTIAL #4:**
- Resi Area: 740 SF
- Floors: 2
- **Total Resi Units: 20**
- Parking: Under Unit

R1 **IN-FILL RETAIL #1:**
- **Retail Area: 2,640 SF**

R2 **IN-FILL RETAIL #2:**
- **Retail Area: 3,696 SF**

C1 **CREATIVE OFFICE / HYBRID INDUSTRIAL #1:**
- **Commercial Area: 8,171 SF**

C2 **CREATIVE OFFICE / HYBRID INDUSTRIAL #2:**
- **Commercial Area: 8,171 SF**

Development Site #2

CITY HALL EXPANSION

Opportunity Site #2 is the footprint of Banning City Hall, which form part of the Civic Center along with the Police Department, County Courthouse, Fire Department, Probation Office and the U.S. Post Office. City Hall is currently over capacity, and an expansion will likely be required in the medium-term future as the City continues to grow and demand for services increase.

The location and size of the site makes it an interesting location for public parking facilities that can serve civic office uses during the day and retail uses during nights and weekends. Expansion of civic facilities could be coupled with expanded parking facilities to serve the downtown more broadly. However, the cost of construction of both state-of-the-art civic meeting and office facilities and parking garages is very significant. Any development would take place in phases over a long period of time.

Finally, City Hall currently lacks relationship to the corner of San Gorgonio and Ramsey which is the center of downtown and includes such historic neighbors as the Haven Building and Coplin House. The three concepts show three different methods of reimagining this corner.

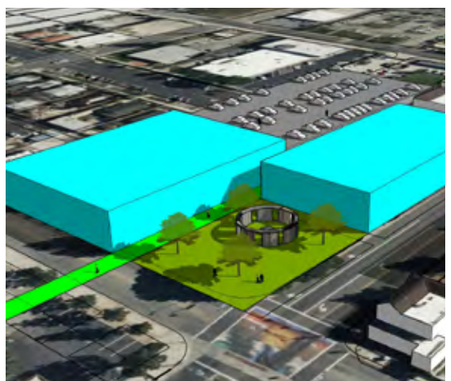
Spark: Corner Civic Park Concept

Park and Play: Corner Building Concept

Gradient: Flexible Park/Parking Concept

FOCUS: CIVIC REDEVELOPMENT USES (PARK AND PLAY)

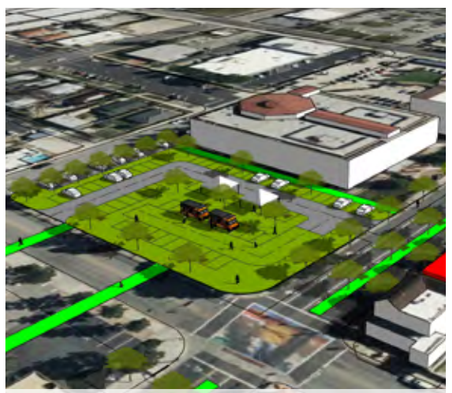
Many cities have undertaken redevelopment of their civic centers. In an era of limited local budgets, cities have turned to public-private partnerships to achieve their upgraded facilities. Taking advantage of excess landholdings and the transition to work-from-home, developers reduce the physical footprint of City Halls and in its place install community-oriented open spaces and new commercial or mixed-use development.



Corner Civic Park (Spark)



Corner Civic Center (Park and Play)



Flexible Park (Gradient)

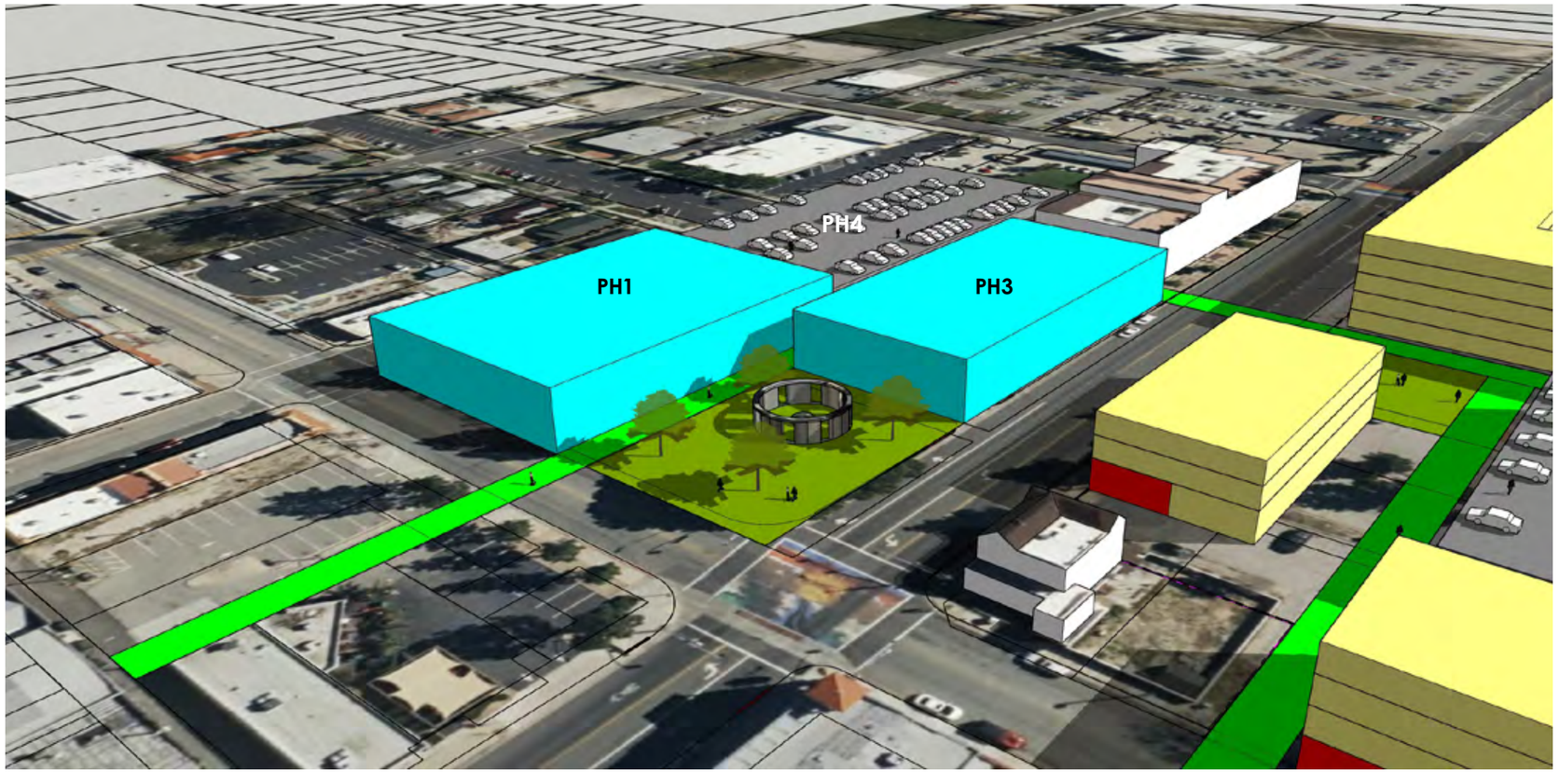


Public/Private Partnership



New Civic Park





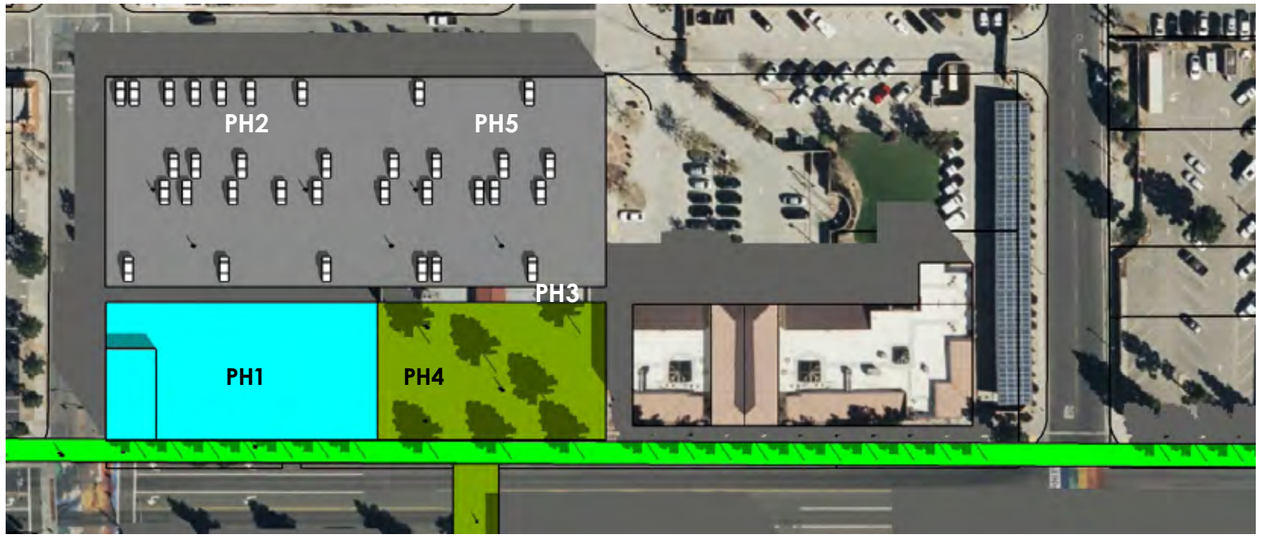
CIVIC CENTER EXPANSION CONCEPT #1

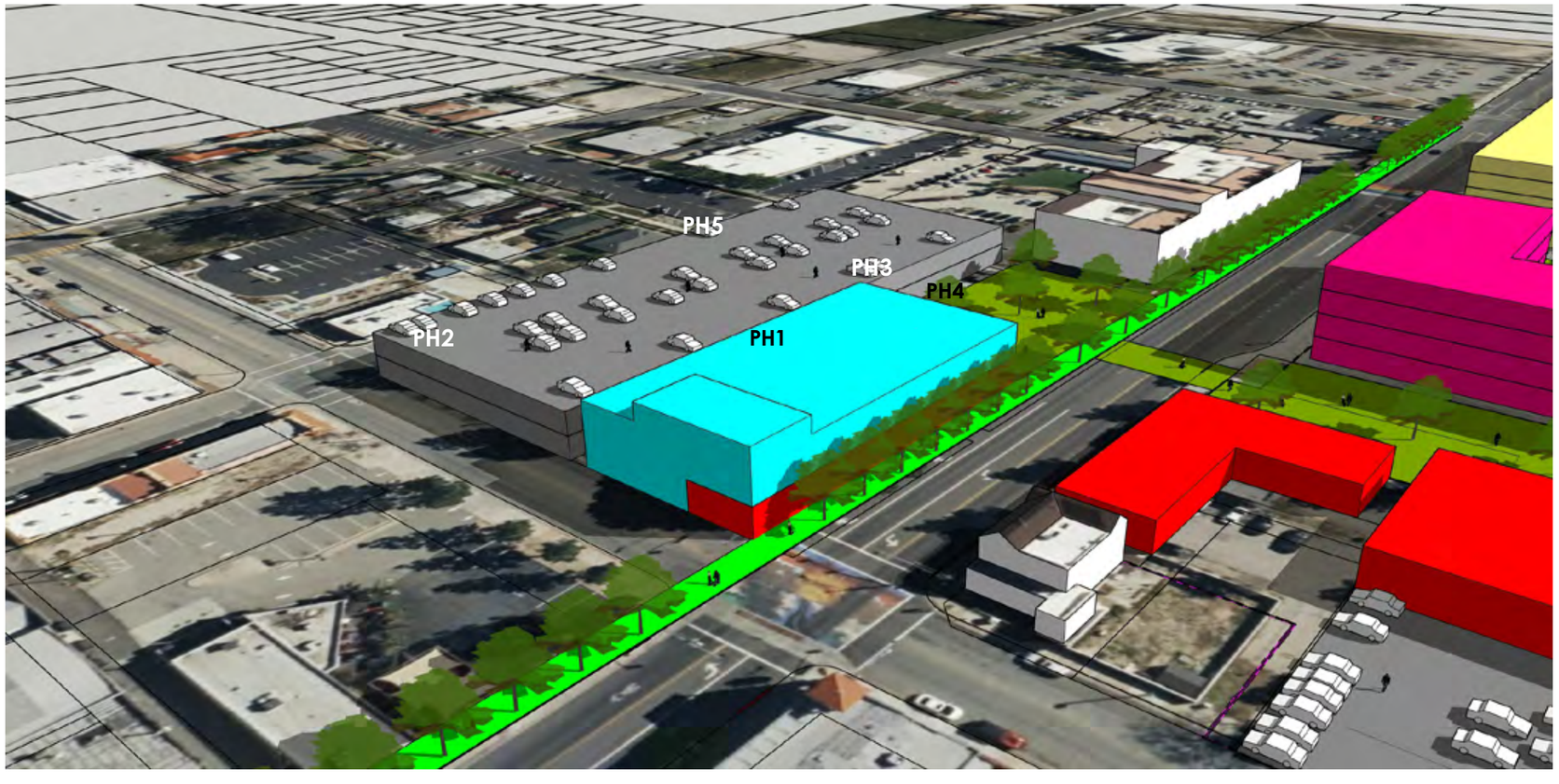
PH1 **PHASE 1:**
New City Hall expansion building to be located within current parking lot.
- **New Civic Area: 23,214 SF**

PH2 **PHASE 2:**
Demolish existing City Hall

PH3 **PHASE 3:**
New City Hall expansion building, located facing Ramsey.
- **New Civic Area: 18,920 SF**

PH4 **PHASE 4:**
New structured parking garage to replace former City Hall site on back site, located facing Hays.
- Parking Area: 31,524 SF
- Parking Spaces Per Floor: 96
- Floors: 2
- **Total Parking Spaces: 192**





CIVIC CENTER EXPANSION CONCEPT #2

PH1 **PHASE 1:**
New City Hall expansion building to be located at the corner of San Gorgonio and Ramsey, replacing Carpenter Hamilton park, and to orient city functions toward the existing downtown core, ground floor retail to line Ramsey and activate the corner.

- **New Civic Area: 16,070 SF**

PH2 **PHASE 2:**
New garage expansion into existing City Hall surface parking lot

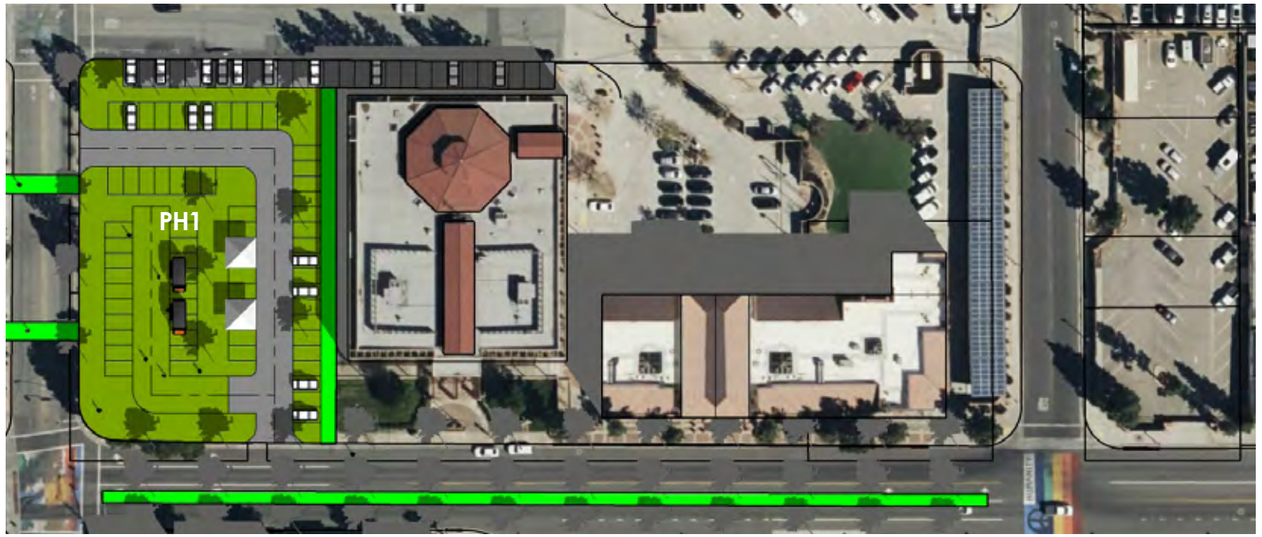
- Parking Area: 23,173 SF
- Parking Spaces Per Floor: 71
- Floors: 2
- **Total Parking Spaces: 142**

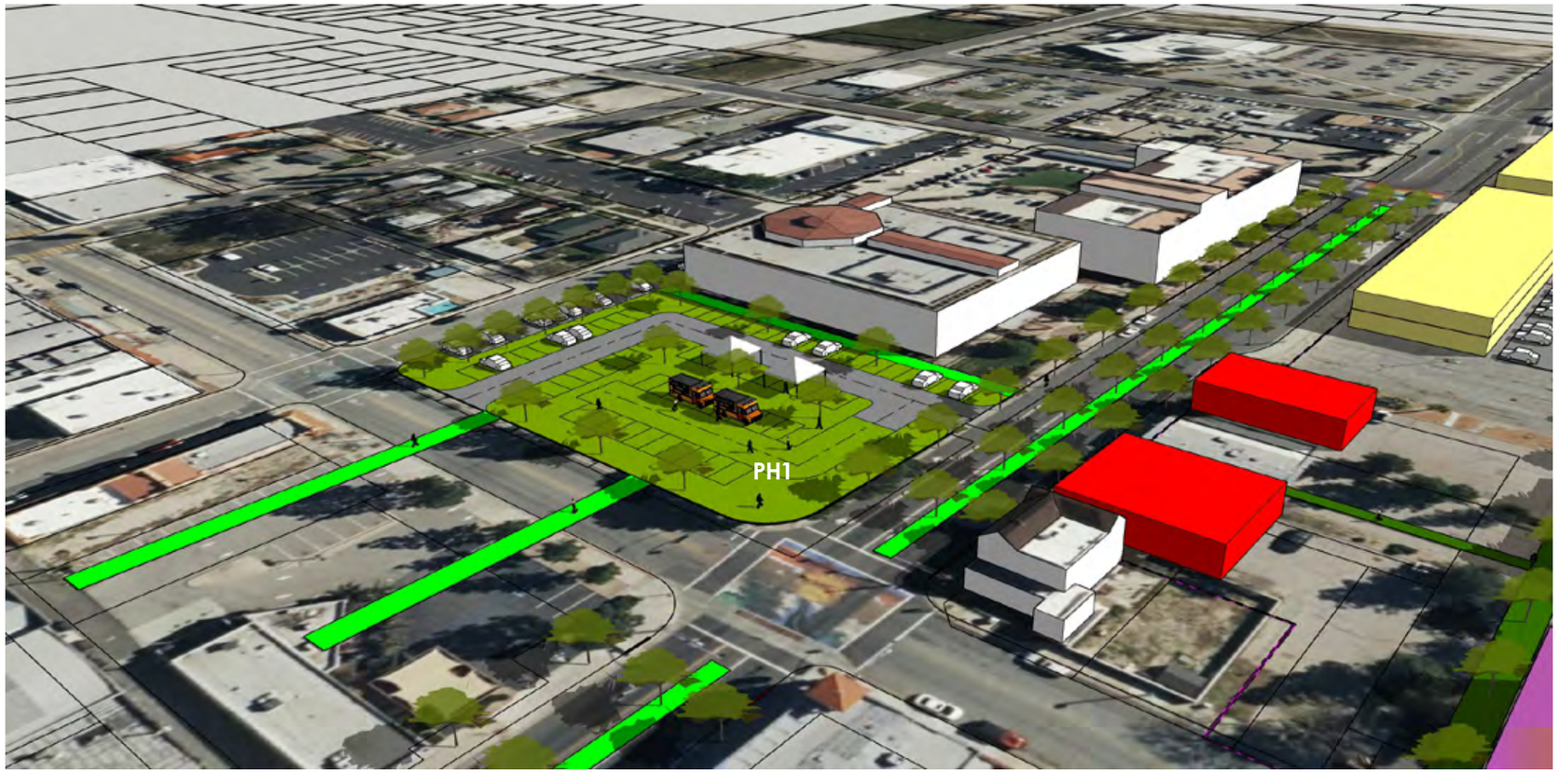
PH3 **PHASE 3:**
Existing Civic Hall demolition.

PH4 **PHASE 4:**
New civic park to replace part of previous City Hall building (explore perhaps preserving some part of old building for within park).

PH5 **PHASE 5:**
New structured parking garage to replace former City Hall site on back site, towards Hays, connect to Phase 2 garage to expand garage capacity and provide central downtown parking garage for all destinations

- Parking Area: 19,510 SF
- Parking Spaces Per Floor: 60
- Floors: 2
- **Total Parking Spaces: 180**





CIVIC CENTER EXPANSION CONCEPT #3

PH1 **PHASE 1:**

- Flexible Civic Center park
- **Total Parking Spaces: 65**

Development Site #3

4TH STREET INTERSECTION

The intersection of Ramsey Street and 4th Street contains a variety of vacant and underutilized properties under private ownership which can together strengthen the key ideas at play in each of the three concepts.

The largest property, located at the southwest corner, is a former grocery store which is currently leased out as a public assistance office to the Riverside County Department of Public Social Services. Over the medium- to long-term, this tenant might be relocated into the Civic Center and the property be made available to a use that is more coherent with the direction of the adjoining neighborhood. This property also has excellent freeway frontage which could be taken advantage of through pylon signage and branding.

The concepts also explore different methods for development to relate to the mixed single-family/multi-family/ commercial/industrial context of the blocks around this intersection.

Spark: Neighborhood Shopping Center and Residential Concept

Park and Play: Destination Rest Stop Concept

Gradient: Live/Work and Production Concept

FOCUS: THEMED ATTRACTORS

These businesses are distinctly branded to be highly visible and seen from afar, offer a comfortable and inviting place to welcome visitors, and provide a unique type of place / experience / offering that makes them a destination and mainstay where they operate. Good signage and store positioning help them be seen from nearby thoroughfares and be reached from what would normally be a pass-by experience. These businesses typically serve outside customers but employ local residents to fulfill two important market goals.

Destination Rest Stops: offer upgraded travel services and food offerings, comfortable and clean facilities, fuel and charging stations, rest and relax areas, and other travel amenities. A well-known example is Buc-ee's in Texas, these types of facilities offer a distinctly different experience from the typical gas station or convenience store.

Specialty Farmer's Market: provide a unique place to showcase and sell goods coming from the local market and offer a venue for local businesses to collectively gather and reach outside markets. Hadley's Fruit Orchard is a local example. Unique branding and design give these businesses a distinctly local flavor and distinctly different experience from the typical grocery store or supermarket.



Neighborhood Shopping Center (Spark)



Main Street Retail (Park and Play)



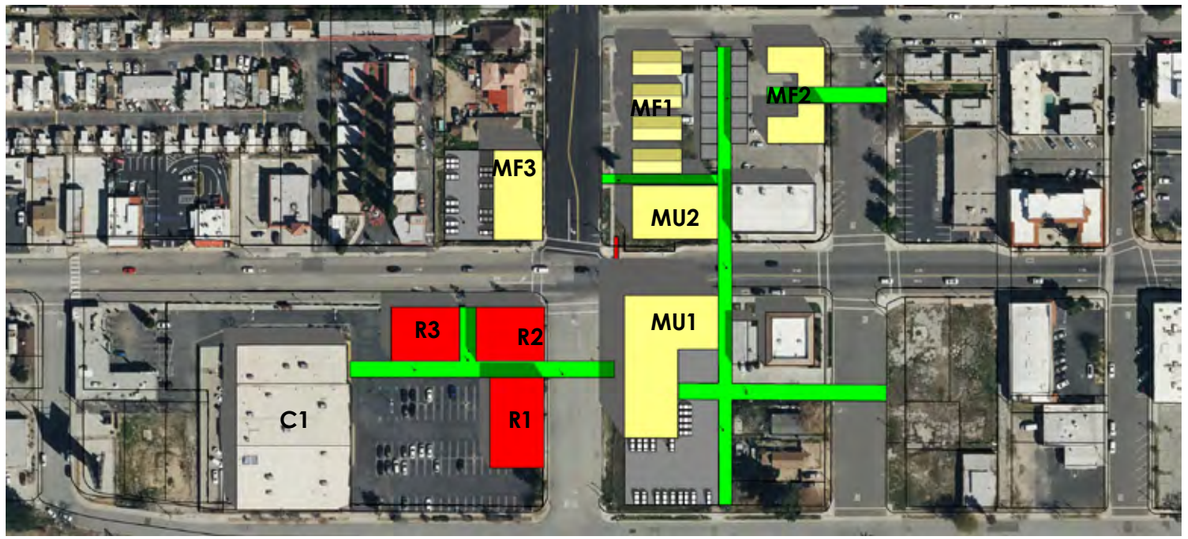
Live/Work Townhomes (Gradient)

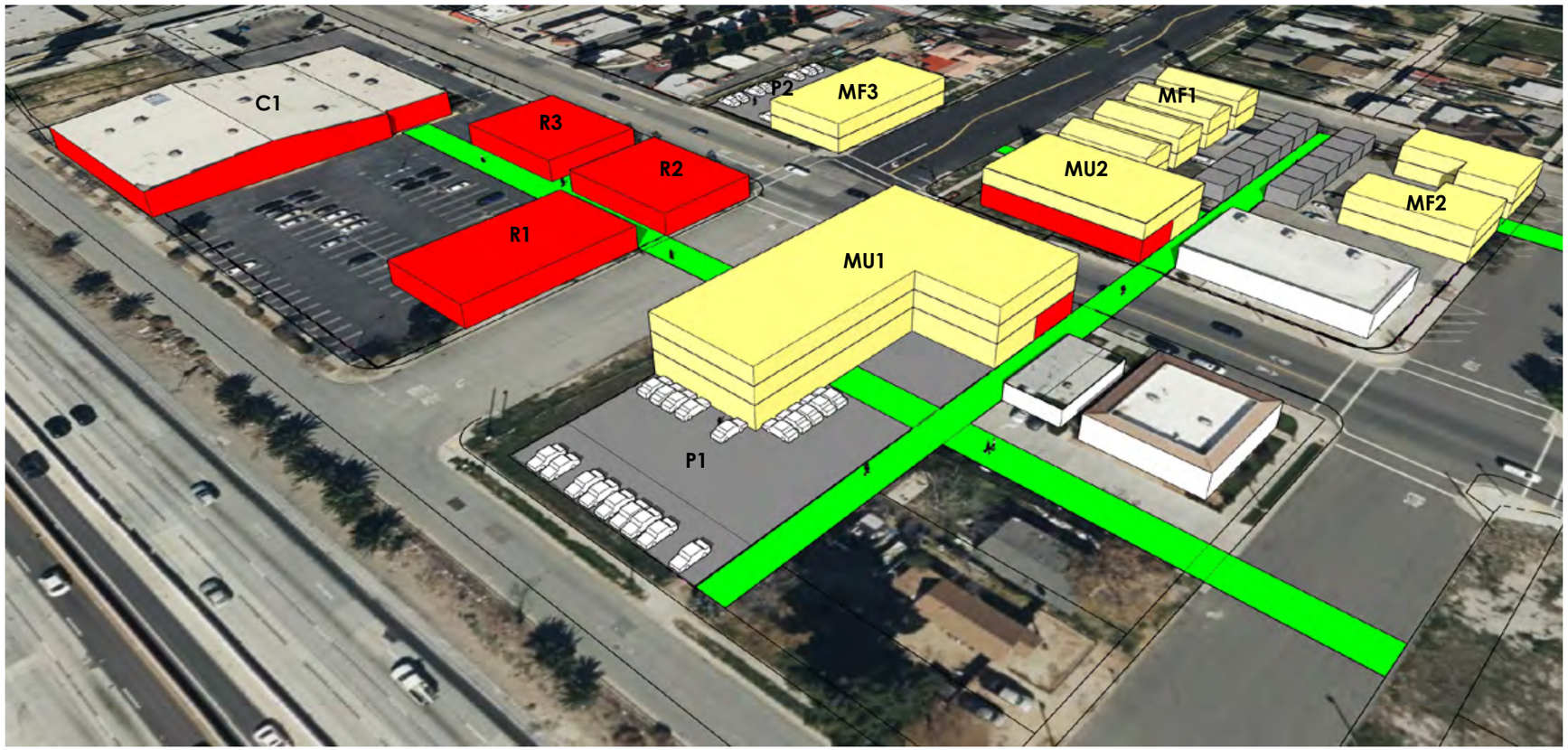


Buc-ee's



Hadley's Fruit Orchards





NEIGHBORHOOD SHOPPING CENTER AND RESIDENTIAL CONCEPT

MU1 **MIXED-USE RESIDENTIAL #1:**
- GF Retail Area: 7,607 SF
- GF Resi Area: 7,171 SF
- GF Resi Units: 7
- Upper Floor Resi Area: 14,750 SF
- Resi Units Per Upper Floor: 15
- Total Floors: GF+2
- **Total Resi Units: 37**

P1 **SURFACE PARKING LOT #1:**
- Parking Area: 15,930 SF
- **Total Parking Spaces: 32**

MU2 **MIXED-USE RESIDENTIAL #2:**
- GF Retail Area: 3,471 SF
- Upper Floor Resi Area: 6,930 SF
- Resi Units Per Floor: 7
- Total Floors: GF+1
- **Total Resi Units: 11**

MF1 **MULTI-FAMILY RESIDENTIAL #1 (4-PLEX):**
- Resi Area: 1,816 SF
- Resi Units Per Floor: 2
- Floors per Building: 2
- 4-plex Buildings: 4
- **Total Resi Units: 16**
- Parking: Unit Garages on Site

MF2 **MULTI-FAMILY RESIDENTIAL #2:**
- Resi Area: 9,742 SF
- Resi Units Per Floor: 10
- Floors: 2
- **Total Resi Units: 20**
- Parking: Unit Garages on Site
-

MF3 **MULTI-FAMILY RESIDENTIAL #3:**
- Resi Area: 6,600 SF
- Resi Units Per Floor: 7
- Floors: 2
- **Total Resi Units: 14**

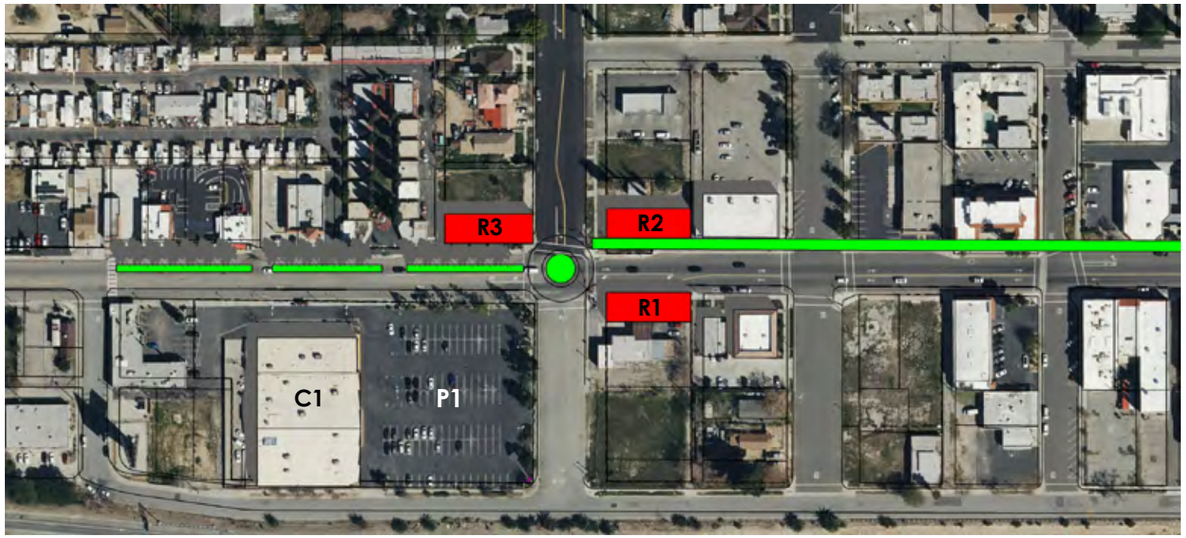
P2 **SURFACE PARKING LOT #2:**
- Parking Area: 6,600 SF
- **Total Parking Spaces: 22**

R1 **IN-FILL RETAIL #1:**
- **Retail Area: 7,300 SF**

R2 **IN-FILL RETAIL #2:**
- **Retail Area: 5,500 SF**

R3 **IN-FILL RETAIL #3:**
- **Retail Area: 5,540 SF**

C1 **EXISTING COUNTY SERVICES BUILDING**
- Converted to New Grocery Store:
- **Commercial Area: 27,000 SF**





DESTINATION REST STOP CONCEPT

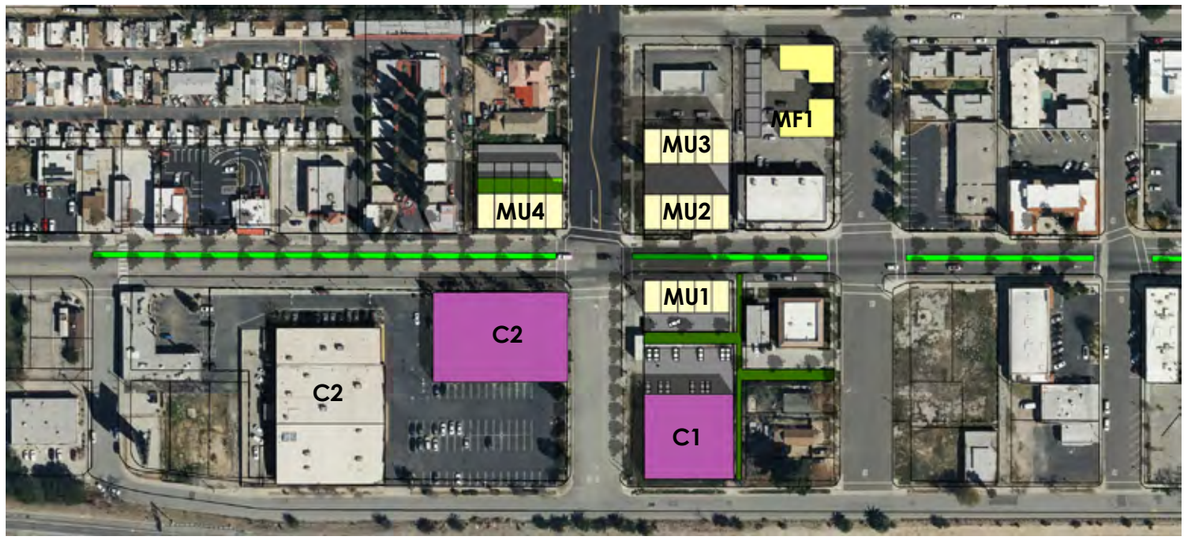
R1 **IN-FILL RETAIL #1:**
- **Retail Area: 4,600 SF**

R2 **IN-FILL RETAIL #2:**
- **Retail Area: 4,600 SF**

R3 **IN-FILL RETAIL #3 - NEW LAUNDROMAT:**
- **Retail Area: 4,800 SF**

C1 **EXISTING COUNTY SERVICES BUILDING:**
Converted to New Destination Rest Stop
- **Commercial Area: 27,000 SF**

P1 **SURFACE PARKING LOT/ ELECTRIC VEHICLE CHARGING:**
- **Total Parking Spaces: 146**





LIVE/WORK AND PRODUCTION CONCEPT

MU1 **MIXED-USE LIVE/WORK #1:**
- GF Retail Area: 550 SF
- Upper Floor Live/Work Area: 990 SF
- Total Floors: GF+2
- **Total Resi Units: 5**

MU2 **MIXED-USE LIVE/WORK #2:**
- GF Retail Area: 550 SF
- Upper Floor Live/Work Area: 990 SF
- Total Floors: GF+2
- **Total Resi Units: 5**

MU3 **MIXED-USE LIVE/WORK #3:**
- GF Retail Area: 550 SF
- Upper Floor Live/Work Area: 990 SF
- Total Floors: GF+2
- **Total Resi Units: 5**

MU4 **MIXED-USE LIVE/WORK #4:**
- GF Retail Area: 990 SF
- Upper Floor Live/Work Area: 990 SF
- Total Floors: GF+2
- **Total Resi Units: 5**

MF1 **MULTI-FAMILY RESIDENTIAL #1:**
- Resi Area: 5,758 SF
- Resi Units Per Floor: 6
- Floors: 2
- **Total Resi Units: 12**
- *Parking: Unit Garages on Site*

C1 **CREATIVE OFFICE / HYBRID INDUSTRIAL:**
- **Commercial Area: 12,633 SF**

C2 **EXISTING COUNTY SERVICES BUILDING**

Converted to Creative Office / Hybrid Industrial Complex (with New Buildings):
- **Commercial Area: 47,200 SF**

TOOLKIT

This section highlights core elements of a downtown revitalization and complete streets toolkit that was used for this planning project and will serve as a guide for implementing the design elements outlined in this plan.


San Gorgonio
JUTERZ
POLICE
ROAD CLOSED
Car Show

Open Space and Connection Toolkit

Goals:

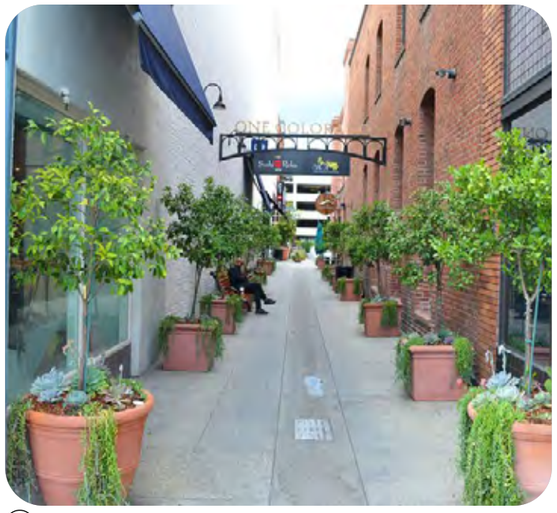
- Link new development areas and fill in activity gaps with a diverse network of open spaces and connections.
- Consider incorporating portions of San Gorgonio north of Hays into the study area to improve connectivity to the City's neighborhoods
- Create centers of activity by providing open spaces that complement immediately proximate assets

Toolkit:

1. **Roadway Streetscapes**
   - Street trees, shade, site furnishings, wayfinding signage, and pedestrian lighting
   - Comfortable for strolling and seating
   - Part of Complete Streets corridors
   - Activated and vibrant
2. **Alleys and Paseos**
   - Pedestrian-scaled walkways and building cut-throughs
   - Programmed for use
   - Expand greening and infiltration opportunities
3. **Recreational Parks**
   - Recreation focused, sports fields, kids play areas
   - Green and pastoral, less urban
4. **Larger Scale Plazas and Civic Spaces**
   - Community events, activities and gatherings
   - Civic scale placemaking features and elements
   - Multi-purpose seating opportunities
5. **Smaller Scale Plazas and Courtyards**
   - Small gathering and individual hang out opportunities
   - Intimate spaces and/or business supporting public spaces
   - Shade and greening
6. **Sidewalk Extensions and Parklets**
   - Expand local business operations
   - Help activate adjacent streetscapes and businesses
7. **Recreational Greenways**
   - Multi-use regional trails and bikeways
   - Urban greening and stormwater infiltration
   - Promote health and wellness



① Roadway Streetscape - Shade and urban greening



② Alley paseo - Activated with greening



③ Recreational Park - Play equipment and family areas



④ Large scale plaza and civic space



⑤ Small scale plaza or courtyard



⑥ Sidewalk extension and parklet

Placemaking, Events, and Downtown Programing Toolkit

GOALS:

- Vigorously program events and spaces to attract new people to downtown
- Provide attractions for a variety of people, with a variety of interests, throughout the day and year
- Establish a funded and effective governing and implementing structure connected to local government and business

TOOLKIT:

Activities

1. Outdoor Dining
2. Shopping / Strolling
3. Entertainment / Gathering / Hanging Out
4. Family-oriented Activities
5. Dog-friendly Activities
6. Remote Working
7. Tourism

Events

8. Farmers Market
9. Seasonal Events (4th of July, Christmas, etc)
10. Car Shows
11. Art Show / Art Walk
12. Food / Tasting Events
13. Outdoor Movie Night
14. Arts and Crafts Shows
15. Small Concert and Music Shows
16. Outdoor Garden Show
17. Block Party
18. Pop-up and Sponsored Events
19. Private Event Hosting

Elements

20. Public Art
21. Signage and Wayfinding
22. Pedestrian Lighting
23. Public Wi-Fi Hot Spots
24. Kid's Play Elements
25. Interactive Play and Gaming Features
26. Interactive Lighting and Experiential Art Installations
27. Bike Parking
28. Multi-purpose Seating and Benches
29. Monument and Gateway Elements
30. Upgraded Crosswalks
31. Planting and Urban Greening
32. Accent Paving and Focal Points
33. Food and Beverage Kiosks
34. Food Trucks
35. Social Media Moments
36. Temporary Road Closure Elements
37. District Branding Elements
38. Shading and Human Comfort



(2) Outdoor dining and entertainment



(8) Farmer's Market



(20) Mural art and story telling



(22) Canopy lighting



(30) Upgraded crosswalks



(37) District signage and gateway element

Housing Toolkit

Downtown Banning needs to attract more people, and there is no more sure method to doing so than building housing within the area. Given long-term trends and the economic climate of the past decade, it is likely that most new ground-up development within the area will need to be entirely or largely composed of residential uses to be feasible. Multifamily and attached single-family housing would be an appropriate addition to side streets within the downtown area, and multifamily housing could be located on upper floors of commercial mixed-use buildings. These housing types should be geared toward demographics that would make the most use of downtown amenities and businesses, and which are not well served by current development patterns in the city. Apartments for younger people are a clear need, but downsized housing for empty nesters and multifamily housing for independent seniors could also be appropriate.

As illustrated in the Opportunity Sites figure (#2), sites that could be potentials for housing development are mostly less than one acre in size. The small size of parcels poses challenges for development from a physical standpoint, requiring the City to provide a great deal of flexibility on development standards; it also means that larger developers of the type that have been responsible for most recent construction in Banning will not be interested in developing. Through creating simple standards for development, or even preapproved plans, and outreach and assistance to the local construction and development industry, Banning could encourage the development of these small sites by locals, building wealth within the community.

With the site across from City Hall, the City does have at least one large parcel which presents an opportunity for a larger-scale development which might include housing. The City-owned site will be subject to the Surplus Land Act, meaning that the property must either be offered first for affordable housing or else consist of a mixed-use project with at least 300 residential units, 25% of which are affordable. The construction of a quality affordable housing project could meet a significant community need while beautifying the area and spurring future private investment in housing once market conditions improve.

Housing Type	Site Size		Tenure/ Affordability		
	Less than 1 Acre	More than 1 Acre	Affordable	Rental	Ownership
1. Major Mixed-Use		●		●	
2. Infill Mixed-Use	●			●	
3. Senior Affordable		●	●		
4. Family Affordable		●	●		
5. Low-Density Apartment	●	●		●	
6. Live/Work	●				●
7. Row House	●				●
8. Bungalow Court	●		●		



① Major Mixed-Use
- New Majestic Apartments, Perris
23 Units, 1.0 Acre, 24 du/ac



② Infill Mixed-Use - Palomar Heritage Building, Temecula
22 Units, 0.4 Acre, 58 du/ac



③ Senior Affordable Housing - Mission Village Senior, Moreno Valley
102 Units, 2.4 Acres, 43 du/ac



⑤ Low Density Apartment
- The Charlie La Mirada
25 Units, 0.8 Acre, 29 du/ac



⑦ Row Homes - Houston Lot Development
10 Units, 0.53 Acre, 19 du/ac



⑧ Bungalow Court - South LA Bungalow Court
8 Units, 0.2 Acre, 40 du/ac

Commercial and Retail Toolkit

GOALS:

- Introduce new commercial uses which bring vitality to Downtown, which encourage people to linger and visit multiple businesses within the area
- Complement existing businesses with new synergistic and proximate commercial uses
- Seek commercial types that appeal to local clientele, including residents of future housing developments, but also tap into the large potential demand of I-10 drivers making longer trips
- Consider businesses which can fit into a unique theme or branding for Downtown Banning which can help attract regional tourism and passthrough travel

TOOLKIT:

1. Independent Restaurants and other Food and Drink
2. Food-Focused Community Gathering Spaces (e.g. Food Halls)
   - Supported with programming such as events, art, music
   - Mix indoor and outdoor spaces – potential tie-in with public open spaces to create more of an attraction
3. Commercial Mixed-Use with Community-Oriented Ground-Floor Space
   - Incorporate highly demanded facilities such as self-storage, data centers, small-scale logistics on upper floors or at rear of large properties in order to subsidize community-serving uses such as artist studios, community clinics or social service organizations on ground floor or street frontage
4. Electric vehicle charging stations (Tesla Supercharger)
   - Limited competition currently. Should be well signed and advertised
   - Consider distributed network spreading people throughout downtown
   - Consider valet service at peak times
5. Niche Retail (e.g. Local Flora Nursery, Novelty Shops, Galleries)
   - Would be supported if related to a particular downtown theme or brand
   - For example, outdoor/desert mountain theme could be supported by a nursery/landscape design center featuring local flora like Cholla, Ocotillo, Desert Willow, Blue Palo Verde, Brittlebush, Jojoba, California Barrel Cactus, and Chuparosa
6. Niche Experiences
   - Would be supported if related to a particular downtown theme or brand
   - For example, Old West/Stagecoach theme could be supported by indoor shooting ranges with historic weapons



② Food-Focused Community Gathering Spaces



② Programmed, privately run open space supporting food-focused community gathering spaces or other downtown entertainment



③ Commercial Mixed-Use with Community-Oriented Ground-Floor Space



④ Electric vehicle charging stations



⑤ Niche Retail



⑥ Niche Experiences

Complete Streets Toolkit

GOALS:

- Create spaces and connections that are safe and pleasant for non automotive users
- Provide Signage and information for easier navigation of downtown on all modes of travel

TOOLKIT:

1. **Class IV Protected Bike Infrastructure- More Intense**
   - Uses concrete curbs to separate cyclists from traffic
   - Paint or thermoplastic used to highlight bikeway
2. **Class IV Protected Bike Infrastructure- Less Intense**
   - Uses less "permanent" elements like planters, bollards, plastic/ concrete barriers.
   - Not always painted
3. **Rectangular Rapid-Flashing Beacon (RRFB)**
   - Helpful for midblock crossings where signal is not an option
   -
4. **Raised Crosswalks**
   - Crosswalk on top of vertical deflection speed table
   - Can be painted, brick, or other treatment
   - Pedestrians feel safer in raised space for them within roadway
5. **Curb Extensions**
   - Shorten crossing distance
   - Act as horizontal deflection to reduce speeding
   - Adds space for planting and other streetscape elements
6. **Sidewalk Extensions and Parklets**
   - Used at signalized or unsignalized intersections
   - Create protected space for pedestrians and cyclists



① Class IV More extensive- Painted and physical elements separating cyclists



② Class IV Less Intense- Separated bike lanes using simple buffer and vertical separation



③ RRFB Flashing beacons- Alert drivers of pedestrians that trigger them at non-signalized crossings



④ Raised Crosswalks- Connects pedestrians at sidewalk height while slowing vehicles

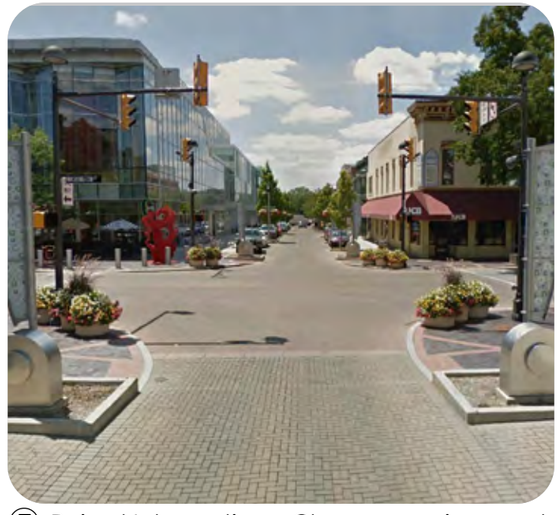


⑤ Curb Extensions- Shortens crossing distance while slowing vehicles



⑥ Midblock Median- Reduces exposed crossing distance and creates safe waiting space.

7. **Raised Intersections**
   - Brings attention to pedestrian environment having crossings at same height as sidewalks
   - Slows vehicles down transitioning into crossing area
   - Materials other than asphalt can be used to change aesthetic to more pedestrian oriented area
8. **Speed Tables and Humps**
   - Used to reduce speeds to 15-25 mph
9. **Chicanes and Pinchpoints**
   - Slow speed through horizontal deflection
   - Increase amount of public space available on corridor that can be activated using street furniture or other amenities
10. **Shaded Transit Shelters**
   - Makes waiting for transit comfortable and safe on high temperature or rainy days
11. **Real-Time Transit Information**
   - Provides transit riders with information to give peace of mind waiting for service
12. **Pedestrian-Scale Lighting**
   - Creates safer place for pedestrians at night
   - More pleasant atmosphere created for nighttime activities downtown



⑦ Raised Intersections- Changes environment from car to pedestrian orientation



⑧ Speed Tables- Helps maintain slower speeds on local and downtown streets



⑨ Chicanes and Pinch-points- Slow traffic on local streets while providing more space for amenities.



⑩ Shaded Transit Shelters- Creates pleasant waiting environment for transit riders



⑪ Real-Time Transit Information- Prevents riders from waiting for no-show service



⑫ Pedestrian-Scale Lighting- Safer and more enjoyable condition

PLANTINGS

Tree Planting Palette

In the City of Banning, the hot season lasts for three months from June to September with an average high temperature of 94°F. Exposure to full sunlight during these months due to sparse cloud cover could make it feel as hot as 109°F. Trees are a great solution to provide shade and reduce the heat island effect while also adding greenery to the city and habitat for wildlife. This is a recommended selection of trees that do well in hot climates for typical planting within the City of Banning.



Mulga (Acacia anerua)
Height: **20'-30'** Width: **20'-30'**
Heat Tolerance: **94°F**



Fern Pine (Afrocarpus gracilor)
Height: **15'-50'** Width: **6'-8'**
Heat Tolerance: **112°F**



Hackberry Tree (Celtis reticulata)
Height: **30'-60'** Width: **10'-25'**
Heat Tolerance: **94°F**



Ghost Gum (Corymbia papuana)
Height: **60'** Width: **40'**
Heat Tolerance: **94°F**



Rosewood (Dalbergia sissoo)
Height: **60'** Width: **20'-30'**
Heat Tolerance: **94°F**



Tecate Cypress (Hesperocyparis forbesii)
Height: **33'** Width: **25'**
Heat Tolerance: **94°F**



Palo Blanco (Mariosousa willardiana)
Height: **20'** Width: **10'**
Heat Tolerance: **112°F**



Texas Umbrella Tree (Melia azedarach 'Umbraculiformia')
Height: **20'-25'** Width: **20'-30'**
Heat Tolerance: **104°F**



Fruitless Olive (Olea europaea 'Wilsonii')
Height: **30'** Width: **30'**
Heat Tolerance: **112°F**



Desert Museum Palo Verde (Parkinsonia x 'Desert Museum')
Height: **20'-30'** Width: **20'-25'**
Heat Tolerance: **112°F**



Mount Altas Pistache (Pistacia atlantica)
Height: **60'** Width: **60'**
Heat Tolerance: **108°F**



Chilean Mesquite (Prosopsis chilensis)
Height: **50'** Width: **80'**
Heat Tolerance: **112°F**



Engelmann Oak (Quercus engelmannii)
Height: **25'-40'** Width: **25'-40'**
Heat Tolerance: **110°F**



African Sumac (Rhus lancea)
Height: **25'** Width: **30'**
Heat Tolerance: **112°F**



Tipu tree (Tipuana tipu)
Height: **50'** Width: **50'**
Heat Tolerance: **94°F**

DEVELOPMENT OPPORTUNITY & EXISTING CONDITIONS ANALYSIS

RCLCO
REAL ESTATE CONSULTING

DEVELOPMENT OPPORTUNITY & EXISTING CONDITIONS ANALYSIS

BANNING DOWNTOWN REVITALIZATION

BANNING, CALIFORNIA

Prepared for The Arroyo Group
October 13, 2023

ABOUT RCLCO

Since 1967, RCLCO has been the "first call" for real estate developers, investors, the public sector, and non-real estate companies and organizations seeking strategic and tactical advice regarding property investment, planning, and development.

RCLCO leverages quantitative analytics and a strategic planning framework to provide end-to-end business planning and implementation solutions at an entity, portfolio, or project level. With the insights and experience gained over 50 years and thousands of projects–touching over $5B of real estate activity each year–RCLCO brings success to all product types across the United States and around the world.

Learn more about RCLCO at www.RCLCO.com.

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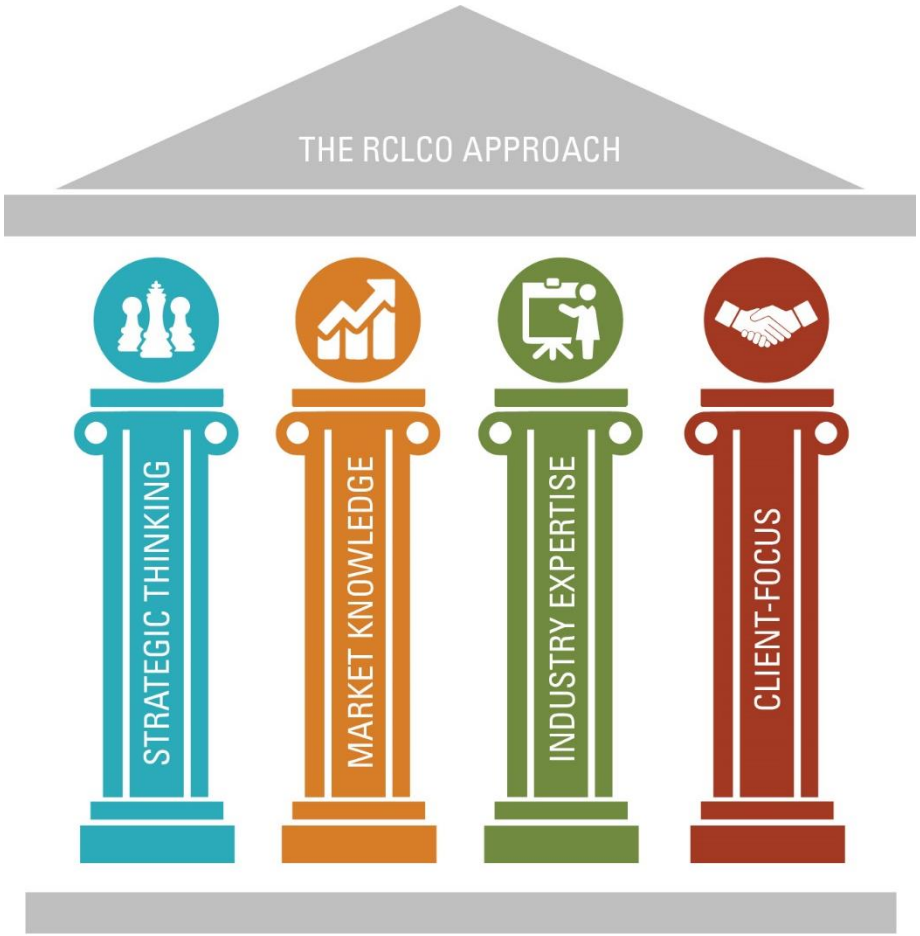
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BACKGROUND & OBJECTIVES

The Arroyo Group ("Client") was retained by the City of Banning for the purpose of advising on the Banning Downtown Revitalization project. RCLCO has been commissioned as a sub-consultant by Arroyo Group to complete an existing conditions analysis for the commercial and retail spaces in Downtown Banning as well as outlining demographic and economic conditions of Banning and surrounding areas. To this end, RCLCO will evaluate the synergy between existing land uses in Downtown Banning and potential new developments by outlining three alternative downtown revitalization strategies.

RCLCO is providing initial findings relevant to the existing conditions of the Downtown Banning, the City of Banning, as well as an analysis of broader market trends. This component of the study focuses specifically on population, demographic, and social characteristics, economic conditions and factors, and local business conditions.

Specific analytical objectives of this effort included:

- *Site Assessment:* Evaluate the location qualities of the site, particularly access and visibility, quality of surrounding development, and visitation of existing businesses.
- *Regional Economic Analysis:* Identify and evaluate key geographic regions for comparison of demographic and economic variables. Provide an overview of commuter patterns for existing residents and key employment statistics for the City of Banning

Map of Downtown Banning



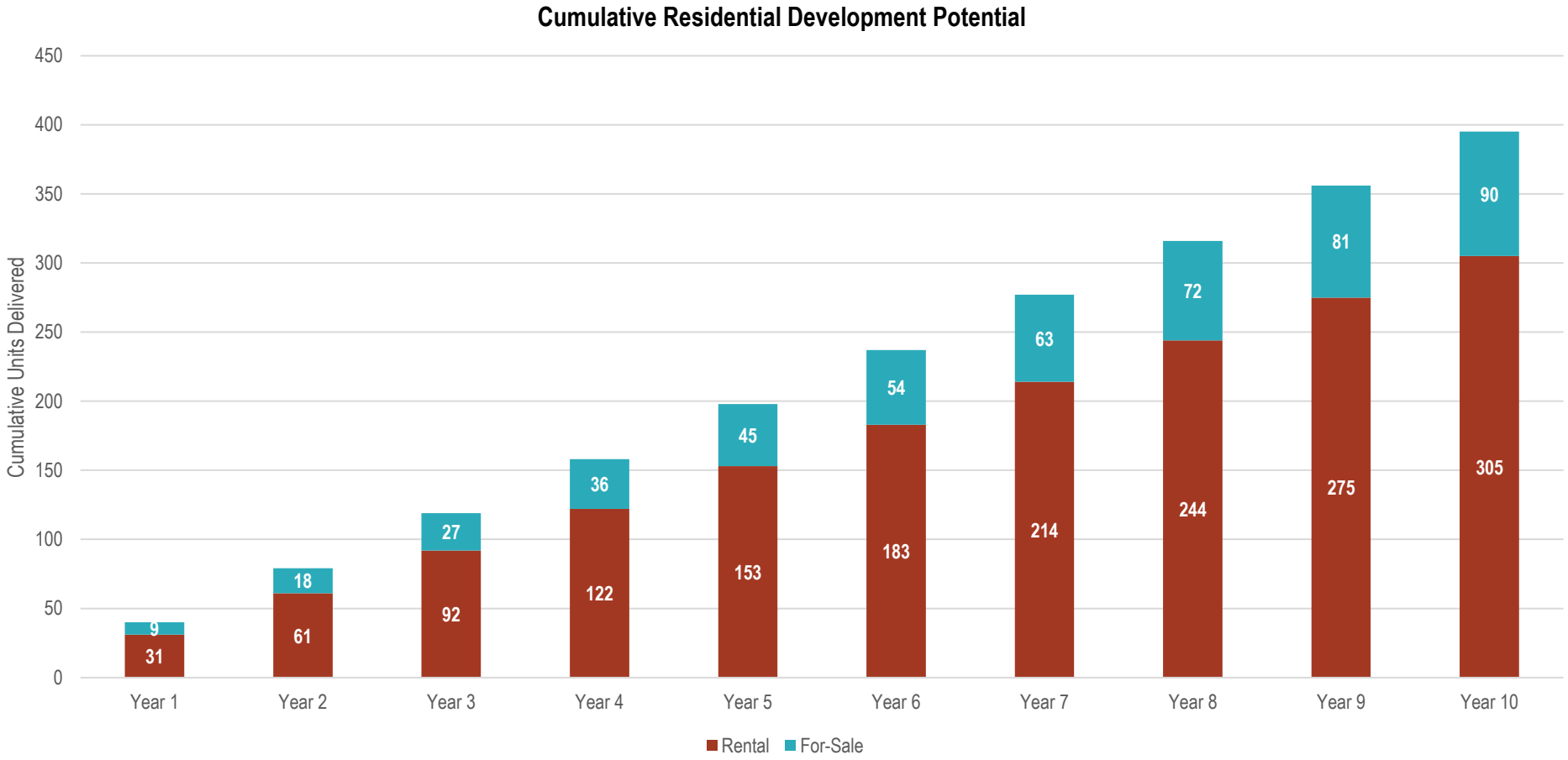
DEVELOPMENT OPPORTUNITY & STRATEGY

DOWNTOWN BANNING ABSORPTION POTENTIAL

RCLCO REAL ESTATE CONSULTING

BASED ON HOUSEHOLD GROWTH PATTERNS AND INCREASING POTENTIAL CAPTURE OF LOCAL AND REGIONAL ACTIVITY, DOWNTOWN BANNING COULD SUPPORT NEARLY 400 NET NEW RESIDENTIAL UNITS OVER THE NEXT 10+ YEARS

- Concentration of rental apartment products, comprising 305 units (77% of total units), with for-sale product types comprising 90 units (23%)
  - The analysis considers the complete potential of Downtown Banning's ability to continue capturing an increasing share of housing activity throughout the region.



Note: Assumes a stabilized occupancy rate of 95% for apartments. Assumes first development could be delivered in 2027.
Source: American Community Survey (US Census); Esri; Moody's; CoStar; RCLCO

POTENTIAL RETAIL CONDITIONS

INCREASING NEW DEVELOPMENT FOR RESIDENTIAL AND HOTEL USES IN DOWNTOWN WOULD INCREASE THE DEMAND BASE FOR COMMERCIAL SPACE, HOWEVER DOWNTOWN WILL STILL NEED TO COMPETE WITH OTHER LOCAL AND REGIONAL DESTINATIONS

- The increased residential density and new potential hotel rooms in Downtown Banning would generate approximately 40,000 square feet of demand for new retail space. However, not all of that demand is likely to be captured in Downtown itself. In fact, it is likely that a meaningful portion of this new demand would flow to existing retail offerings, but the revitalization of Downtown should attempt to capture as many of those dollars as possible.
- The real opportunity for increased retail activity is to increase Downtown Banning's share of existing and growing retail demand throughout the larger competitive market area.

	FULL BUILD OUT
Total Housing Units [1]	395
CMA Average Household Income (2023$)	$102,914
Occupancy Rate [2]	96%
Percent Spent on Retail [3]	30%
Total Annual Retail Spending	$11,724,477
Sales Per Square Feet [4]	$450
Potential Demand From New Downtown Residents	**26,054**
Total Hotel Rooms [5]	120
Guests Per Room [6]	1.2
Occupancy Rate [7]	70%
Visitor Retail Spending [8]	$170
Total Annual Retail Spending	$6,254,640
Sales Per Square Feet [4]	$450
Potential Demand From New Hotel Guests	**13,899**
Potential Demand for New Retail from New Uses	**39,954**

[1] Per RCLCO assumptions.
[2] Assumes stabilized occupancy of 95% for rental units and 100% for for-sale units.
[3] Per BLS Consumer Expenditure Report
[4] Per RCLCO assumptions.
[5] Based on current plans for proposed hotel development
[6] Per RCLCO assumptions.
[7] Assumed Stabilized Occupancy
[8] Based on visitor spending patterns in the Inland Empire

Source: CoStar; Esri; City of Banning; RCLCO

ADDITIONAL RETAIL OPPORTUNITY

RCLCO REAL ESTATE CONSULTING

CURRENTLY, DOWNTOWN BANNING IS ESTIMATED TO CAPTURE LESS THAN 0.5% OF TOTAL RETAIL SPENDING FROM HOUSEHOLDS IN THE LOCAL MARKET. BRANDING EFFORTS AND NEW DEVELOPMENT SHOULD ATTEMPT TO INCREASE THAT SHARE, WHICH WOULD SUPPORT AN EXPANSION OF THE RETAIL OFFERING IN DOWNTOWN.

- Based on current households in the market area, average household income, and percent of income spent on retail, the current annual retail spending in the CMA is about $1.7 Billion.
- Based on RCLCO's analysis of retail spending in Downtown Banning (Slide 30), RLCCO has determined that retail sales in Downtown Banning are about $16.5 million per year. Based on RCLCO's SafeGraph data analysis, about 46% of retail spending in Downtown originates from the local market area. Therefore retail spending from the local market attests for about $7.6 million or a share of 0.4% of all household retail spending in the CMA.
- If Banning were to successfully increase it's capture of local retail demand by a quarter of a percentage to a full percentage, as well as maintain a similar relationship between capture of local households and other sources of demand, the incremental demand for retail could range from 17,500 square feet to as high as 88,500 square feet.

	FULL BUILD OUT
Total CMA Households	$57,450
CMA Average Household Income (2023$)	$102,914
Total Income	$5,912,409,300
Percent Spent on Retail	30%
Total Annual Retail Spending	$1,773,722,790
Current Downtown Retail Spending	$16,658,320
Percent of Retail Spending that Originates from Local Market	46%
Local Retail Spending	$7,662,827
Total Downtown Banning Retail Spending as a Percentage of Total Spending	**0.4%**

% SHARE INCREASE	SALES/SQUARE FOOT		
	400	450	500
0.25%	22,172	19,708	17,737
0.50%	44,343	39,416	35,474
1.00%	88,686	78,832	70,949

% SHARE INCREASE	SQUARE FOOTAGE INCREASE		
	400	450	500
0.25%	13.4%	11.9%	10.7%
0.50%	26.8%	23.8%	21.4%
1.00%	53.5%	47.6%	42.8%

Source: CoStar; Esri; Broker Interviews; RCLCO

RECOGNIZING THE ECONOMIC REALITIES OF THE CITY, IT IS IMPORTANT TO IDENTIFY WAYS TO GENERATE INTEREST, ACTIVITY, AND INVESTMENT WITHOUT MEANINGFUL CAPITAL SPENDING. THIS COULD INCLUDE THE FOLLOWING:

- **Awareness**
  - The City of Banning should actively promote and educate various groups, including but not limited to residents in Banning and neighboring cities, businesses, travelers along I-10, and developers, regarding what is happening and changing in Downtown Banning.
  - An important first step is a new branding and signage strategy that emphasizes what is happening in Downtown and also serves as an effective way-finding tool to provide direction regarding where to go and what to see.
  - The branding and signage should also emphasize the new and unique programming that should begin to take place and grown in Downtown. This would help to solve the question of "what is there to do there" and begin to develop some traditions and interactive events that foster a sense of place and community in the revitalized Downtown. Some examples include farmers markets, festivals, live music, etc.
- **Incentives for Development**
  - One of the most desirable and important tools to incentivize development is certainty. Anything that mitigates the risk of a lengthy and expensive entitlement process gives developers confidence that a project can move forward more efficiently and be more economically viable.
  - In addition to streamlining the planning process, the city could consider public financing options. This could include things like tax sharing agreements (e.g., transient occupancy tax), Enhanced Infrastructure Financing District (EIFD), and a Business Improvement District (a public-private partnership that provides a special assessment that can be used for funding infrastructure and other improvements). The benefits of these options are that they do not require a significant capital outlay from the city and do not increase taxes for the rest of the residents and stakeholders of the city. Instead, these are ways for these specific developers, owners, and businesses to fund the improvements that support their projects without adding additional costs that impact its viability.
- **Catalytic Project**
  - In addition to a commitment to provide incentives for development, identifying a catalytic project is an important first step in helping to build critical mass and momentum which can begin to stimulate economic growth, enhance the urban environment, and lay the groundwork for creating a more vibrant and sustainable downtown in Banning. The city already has a site across from the Banning Civic Center and interested developer that is proposing a denser development than currently exists in Downtown. The City should view itself as a partner with this developer in finding ways to expedite the planning and development of this project, while also providing other incentives and concessions that allow for an economically viable project in the near-term.

EXISTING CONDITIONS ANALYSIS

GEOGRAPHY DEFINITIONS

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NEAR THE NORTHWESTERN EDGE OF RIVERSIDE COUNTY, THE CITY OF BANNING IS AN AGING COMMUNITY WITH LIMITED RECENT ECONOMIC DEVELOPMENT.

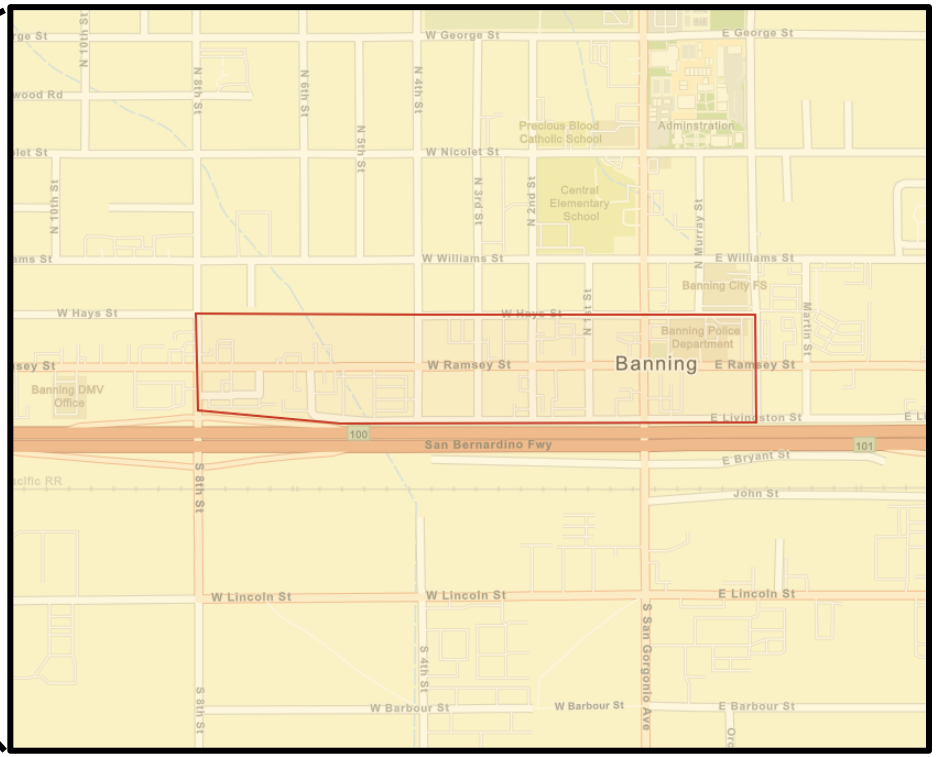
- The downtown area, spanning just over a half mile in length, is largely comprised of aging establishments and quick service restaurants and is characterized by high vacancy. Future development in Downtown Banning should benefit from high visibility as the area is adjacent to Interstate 10.

Map of Banning, Beaumont, and Surrounding Area



KEY	
	San Gorgonio Pass Area (Competitive Market Area [CMA])
	City of Banning

Map of Downtown Banning



KEY	
	Downtown Banning

Source: Esri

STRENGTHS

- **Visibility and Access:** Located adjacent to major interstate freeway I-10, the Downtown Banning area is visible and accessible from a major freeway. Further, the site is easily accessible to residents of the San Gorgonio Pass Area as well as the eastern portion of San Bernardino.

OPPORTUNITIES

- **Limited Multifamily Housing:** Banning has not had the delivery of new multifamily rental product in over 20 years and currently only has 471 market-rate multifamily rental units across 12 properties. Given the mixed-use concept, the Banning Downtown Revitalization has the opportunity to potentially deliver low-density multifamily units or attached single-family housing that would provide synergies across the retail offerings. These land uses could utilize public land to offer additional affordable housing.
- **Historic Fox Cineplex:** This historic theater, constructed in 1928, has the potential to serve as a focal point of the Banning Downtown Revitalization. This redevelopment benefits from the presence of a charming landmark, which can be leveraged to create synergies with neighboring retail and dining options and drive increased traffic to the downtown Banning area.
- **Rapidly Growing City:** The City of Banning was the fastest-growing city in California in 2020 as it grew by 3.8%. The expansion of the city is set to continue with the ongoing development of the Atwell master-planned community by Tri Pointe Homes and the developer set to deliver over 4,000 new homes to Banning.

CHALLENGES

- **Community Serving Retail:** Retail establishments currently located in the Banning Downtown area are largely community and commuter serving. The majority of these business do not attract patronage from outside the immediate Banning, and those that do are likely capturing spending from commuters due largely to the site's proximity to Interstate-10 (Jack in the Box, IHOP). The retail offerings at the site will likely need to be elevated and represent a broader array of shopping options to transform the site into a retail destination.
- **Aging and Economically Challenged Suburb:** Banning is classified as an economically challenged suburb, with lower home values and little to no population growth. The average household income in Banning in 2021 was just under $64,000, far below the average household income of $87,000 in the San Gorgonio Pass Area, and $96,000 in Riverside County. With lower incomes and an aging and elderly population, Downtown Banning needs to provide new opportunities to attract a younger, more affluent demographic to the area.

Fox Cineplex



Map of Downtown Banning

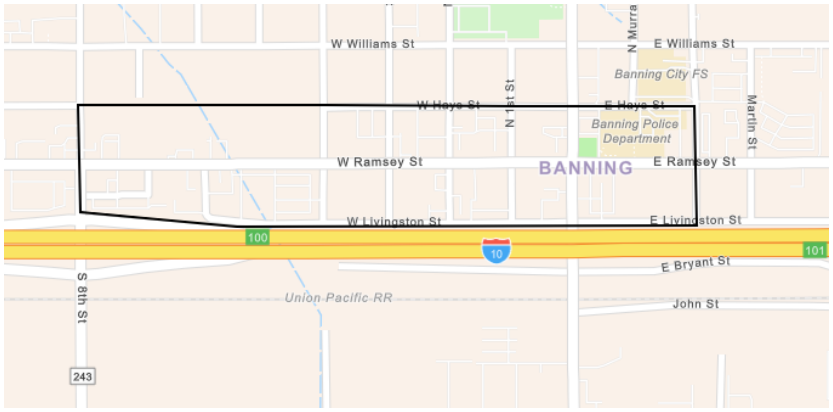


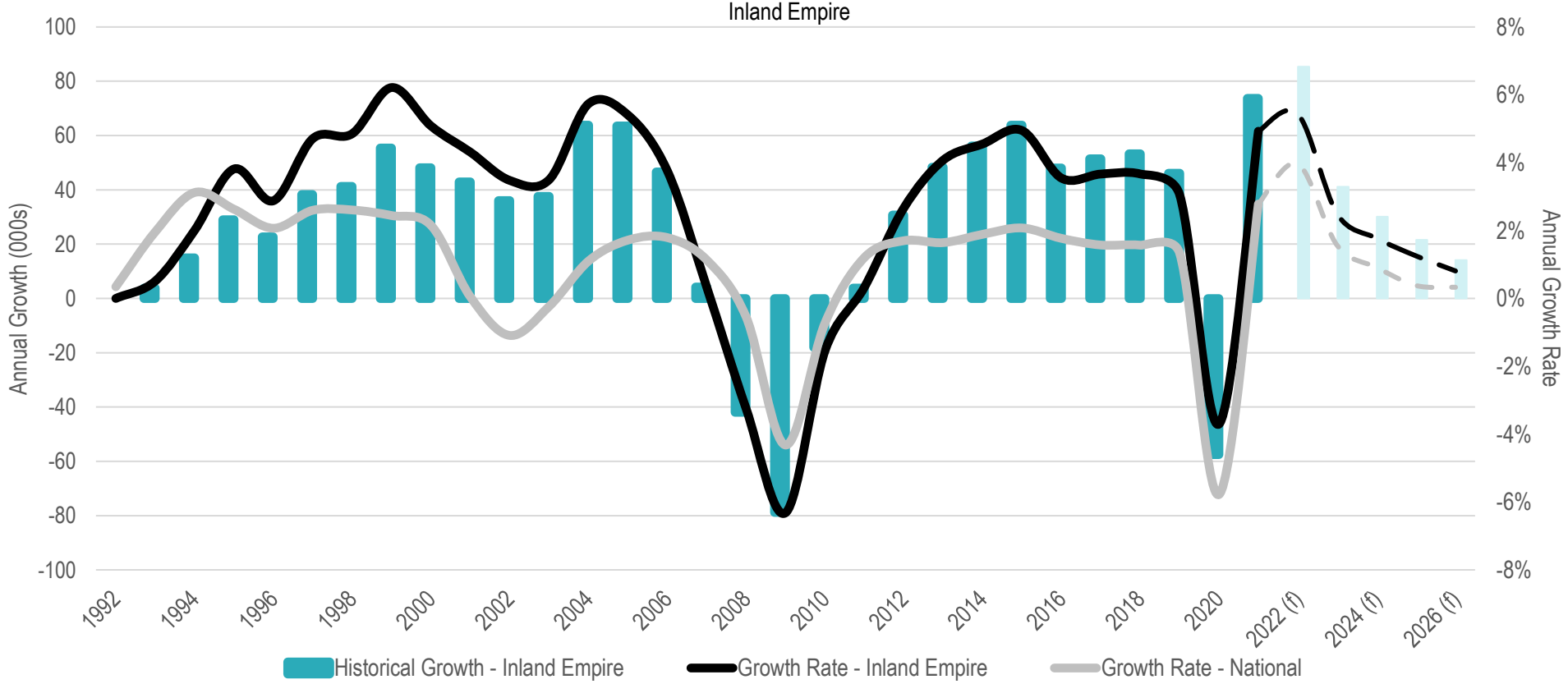
Image Source: Esri, Google Images

REGIONAL EMPLOYMENT GROWTH

THE INLAND EMPIRE EXPERIENCED LESS SEVERE JOB LOSS IN 2020 THAN THE NATION AS A WHOLE, DEMONSTRATED A STRONG RECOVERY IN 2021, AND IS PROJECTED TO CONTINUE TO OUTPACE THE COUNTRY OVER THE NEXT FIVE YEARS

- Between 2011 and 2019, the Inland Empire added over 400,000 jobs, translating to average annual job growth of 3.4% per year. In comparison, the country as a whole demonstrated average annual job growth of just 1.6% during this same period.
- The Inland Empire lost nearly 58,000 jobs in 2020 following the start of the COVID-19 pandemic, representing a 3.7% downturn in job growth compared to over 6% nationally. Additionally, the Inland Empire enjoyed job growth of 4.9% in 2021 surpassing the national average of 2.8%. Further, the Inland Empire is projected to average job growth of 2.4% over the next five years versus just 1.4% nationally during the same period.

Historical and Projected Employment Growth, 1992-2026;
Inland Empire



Source: Moody's Analytics; RCLCO

REGIONAL EMPLOYMENT

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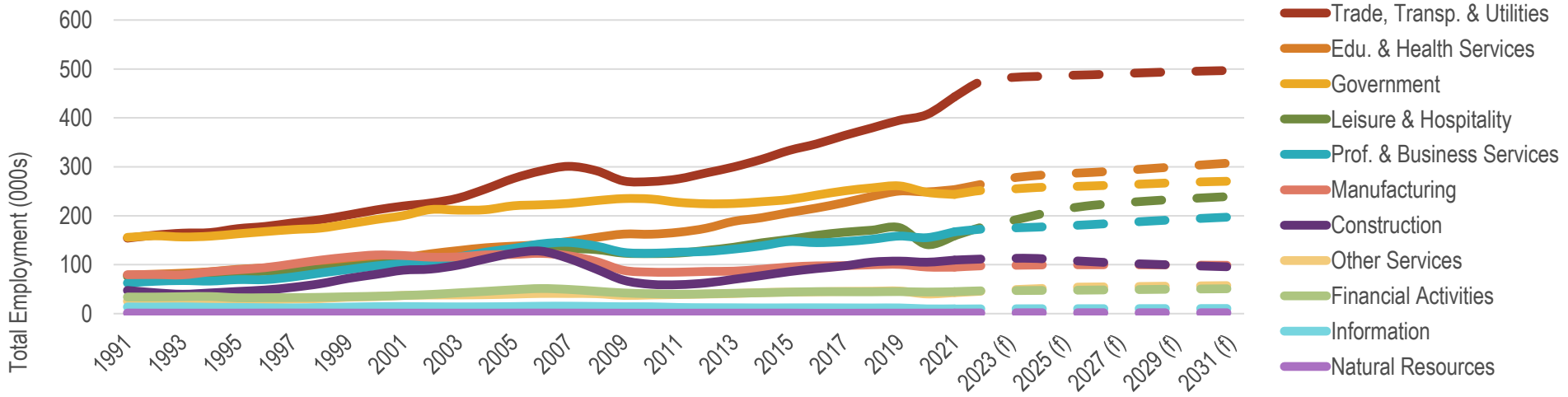
INLAND EMPIRE EMPLOYMENT IS PROJECTED TO GROW BY 10.4% OVER THE NEXT DECADE WITH CONTINUED GROWTH IN EDUCATION & HEALTH SERVICES AND PROFESSIONAL & BUSINESS SERVICES SECTORS AND A RECOVERY IN LEISURE & HOSPITALITY

- Trade, transportation, & utilities has been the primary employment sector in the Riverside MSA for more than two decades and is projected to remain well ahead of Education & health services, projected to total 497,000 and 308,000 jobs respectively in 2031.
- Education & health services surpassed government as the second largest employment sector in the Riverside MSA in 2020, and is projected to grow an additional 16.4% between 2022 and 2031.
- The recovery and continued growth of the leisure & hospitality sector is projected to account for over 80,000 jobs by 2031.
- The construction industry is projected to retract by approximately 14% over the next decade, representing a loss of over 14,000 jobs in the field.

Employment Growth and Distribution by Industry 2010-2031
Inland Empire

INDUSTRY	SHARE OF GROWTH (2010-2021)	FORECASTED GROWTH (2022-2031)	TOTAL DISTRIBUTION (2021)
Trade, Transp. & Utilities	64.2%	4.5%	41.4%
Edu. & Health Services	56.2%	16.4%	21.8%
Construction	82.8%	-14.4%	11.8%
Prof. & Business Services	35.6%	14.1%	10.5%
Leisure & Hospitality	29.5%	35.4%	8.7%
Manufacturing	11.9%	1.0%	2.4%
Government	4.0%	7.5%	2.2%
Other Services	12.4%	24.6%	1.1%
Financial Activities	10.3%	8.8%	1.0%
Natural Resources	35.9%	17.2%	0.1%
Information	-31.9%	5.6%	-1.1%
TOTAL	36.3%	10.4%	100.0%

Historic Projected Employment by Industry, 1991-2031;
Inland Empire



Source: Moody's Analytics, RCLCO

BANNING IS AN ECONOMICALLY DISADVANTAGED CITY WITH A SIGNIFICANT PROPORTION OF HOUSEHOLDS (52.5%) EARNING LESS THAN $50,000 ANNUALLY AND HISTORICAL HOUSEHOLD GROWTH (0.2% BETWEEN 2010 AND 2021) MUCH LOWER THAN SURROUNDING COMMUNITIES (1.0%+)

CHARACTERISTIC	CITY OF BANNING	SAN GORGONIO PASS AREA	RIVERSIDE COUNTY	CALIFORNIA
POPULATION				
2000	23,913	92,065	1,545,387	33,871,648
2010	29,603	134,658	2,189,641	37,253,956
2021	30,352	155,491	2,454,022	39,476,705
2026	31,740	163,765	2,587,751	40,507,842
Growth Rate (2000-2010)	2.2%	3.9%	3.5%	1.0%
Growth Rate (2010-2021)	0.2%	1.3%	1.0%	0.5%
Growth Rate (2021-2026)	0.9%	1.0%	1.1%	0.5%
Per Capita Income (2021)	$23,220	$30,811	$29,814	$38,272
HOUSEHOLDS				
2000	8,791	34,107	506,218	11,502,870
2010	10,838	47,596	686,260	12,577,498
2021	11,037	54,861	763,728	13,283,432
2026	11,509	57,616	800,787	13,615,954
Growth Rate (2000-2010)	2.1%	3.4%	3.1%	0.9%
Growth Rate (2010-2021)	0.2%	1.3%	1.0%	0.5%
Growth Rate (2021-2026)	0.8%	1.0%	1.0%	0.5%
Average Household Size (2021)	2.75	2.83	3.21	2.97
Average Household Income (2021)	$63,776	$87,217	$95,683	$113,468
HOUSEHOLDS AGE DISTRIBUTION (2021)				
Under 35	14.4%	15.5%	19.3%	19.4%
35-54	22.5%	30.9%	35.3%	36.2%
Over 55	63.1%	53.6%	45.4%	44.4%
HOUSEHOLDS INCOME DISTRIBUTION (2021)				
Under $50,000	52.5%	36.8%	33.5%	31.6%
$50,000-$99,999	29.9%	30.5%	31.3%	27.7%
Over $100,000	17.6%	32.7%	35.2%	40.6%
HOUSEHOLD RENTER PROPENSITY				
Renter Propensity (2000)	28.4%	27.2%	31.1%	43.1%
Renter Propensity (2010)	31.6%	26.5%	32.6%	44.1%
Renter Propensity (2021)	32.9%	25.2%	32.0%	44.3%
Renter Propensity (2026)	31.7%	24.4%	31.6%	44.2%
Renter Propensity of Growth (2000-2010)	45.3%	24.7%	36.9%	54.5%
Renter Propensity of Growth (2010-2021)	102.5%	16.4%	26.5%	47.8%
Renter Propensity of Growth (2021-2026)	2.8%	8.4%	22.0%	42.1%
Renter Growth Rate (2000-2010)	3.2%	3.1%	3.6%	1.1%
Renter Growth Rate (2010-2021)	0.5%	0.8%	0.8%	0.5%
Renter Growth Rate (2021-2026)	0.1%	0.3%	0.7%	0.5%

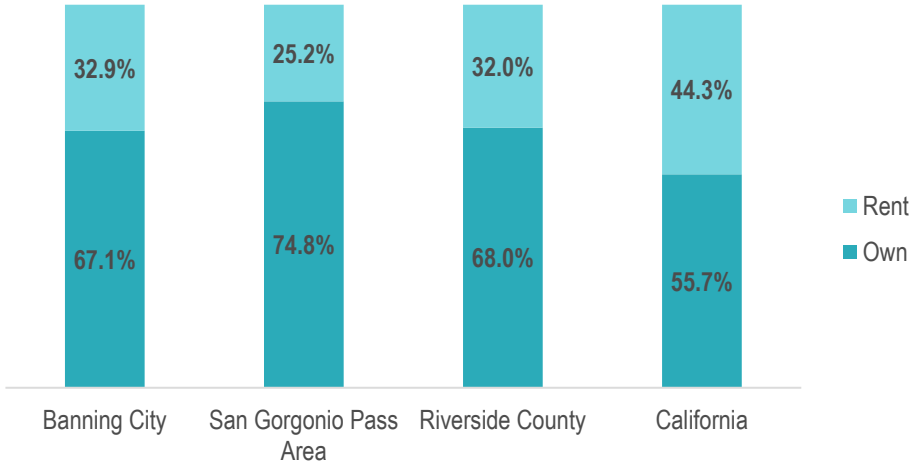
Note: The Competitive Market Area above is the geography defined on page 16.

Source: Esri; RCLCO

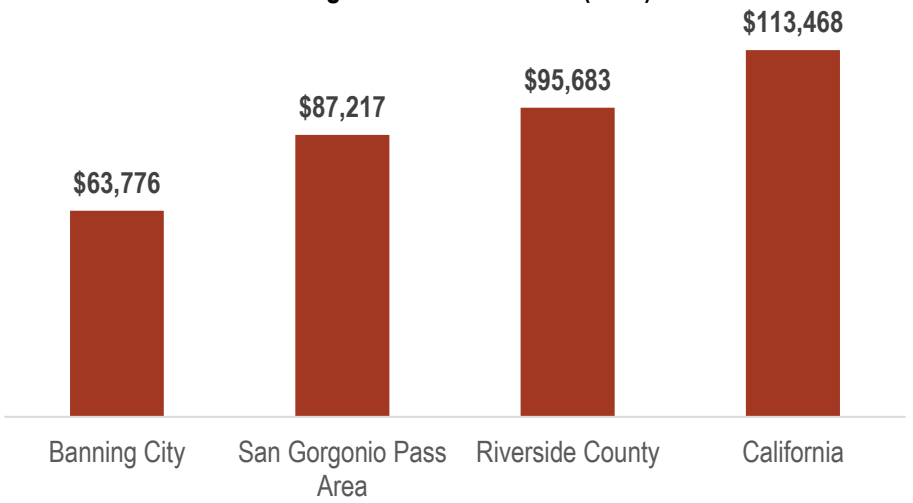
DEMOGRAPHIC OVERVIEW

THE CITY OF BANNING HAS A GREATER RENTER PROPENSITY AND LOWER AVERAGE HOUSEHOLD INCOME THAN THE BROADER SAN GORGONIO PASS AREA AND IS PROJECTED TO HAVE SLOWER HOUSEHOLD GROWTH OVER THE NEXT FIVE YEARS

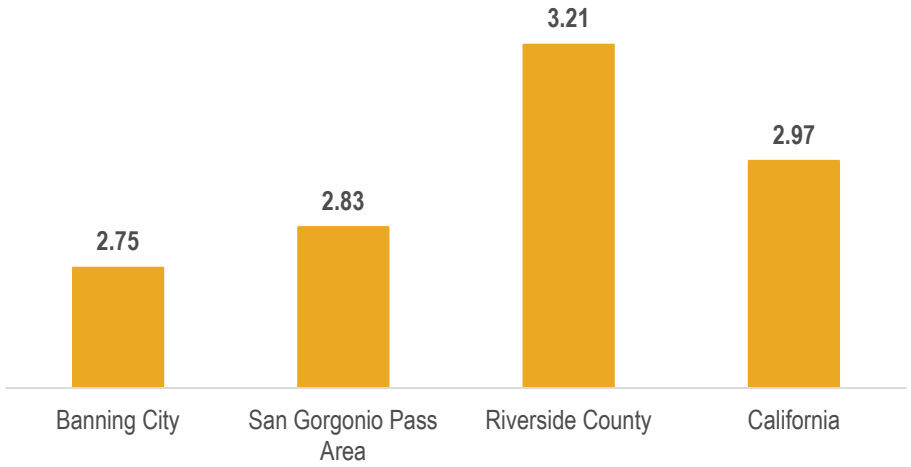
Tenure – Household Type (2021)



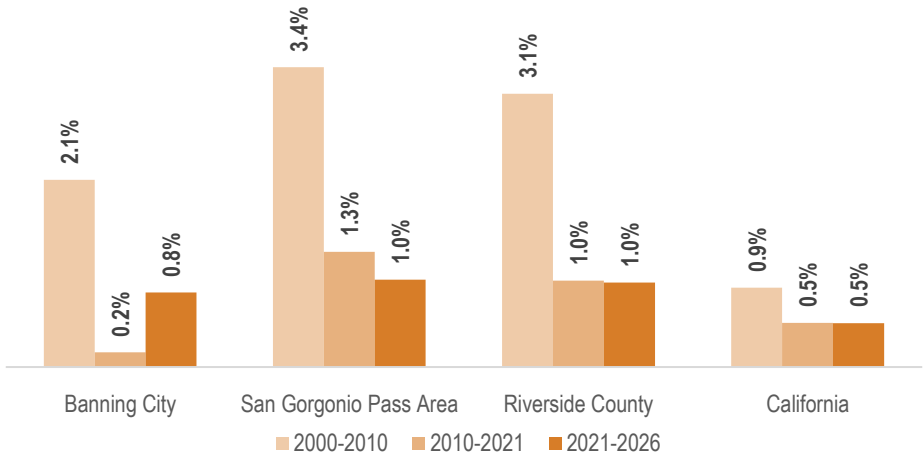
Average Household Income (2021)



Average Household Size (2021)



Annual Household Growth Rate



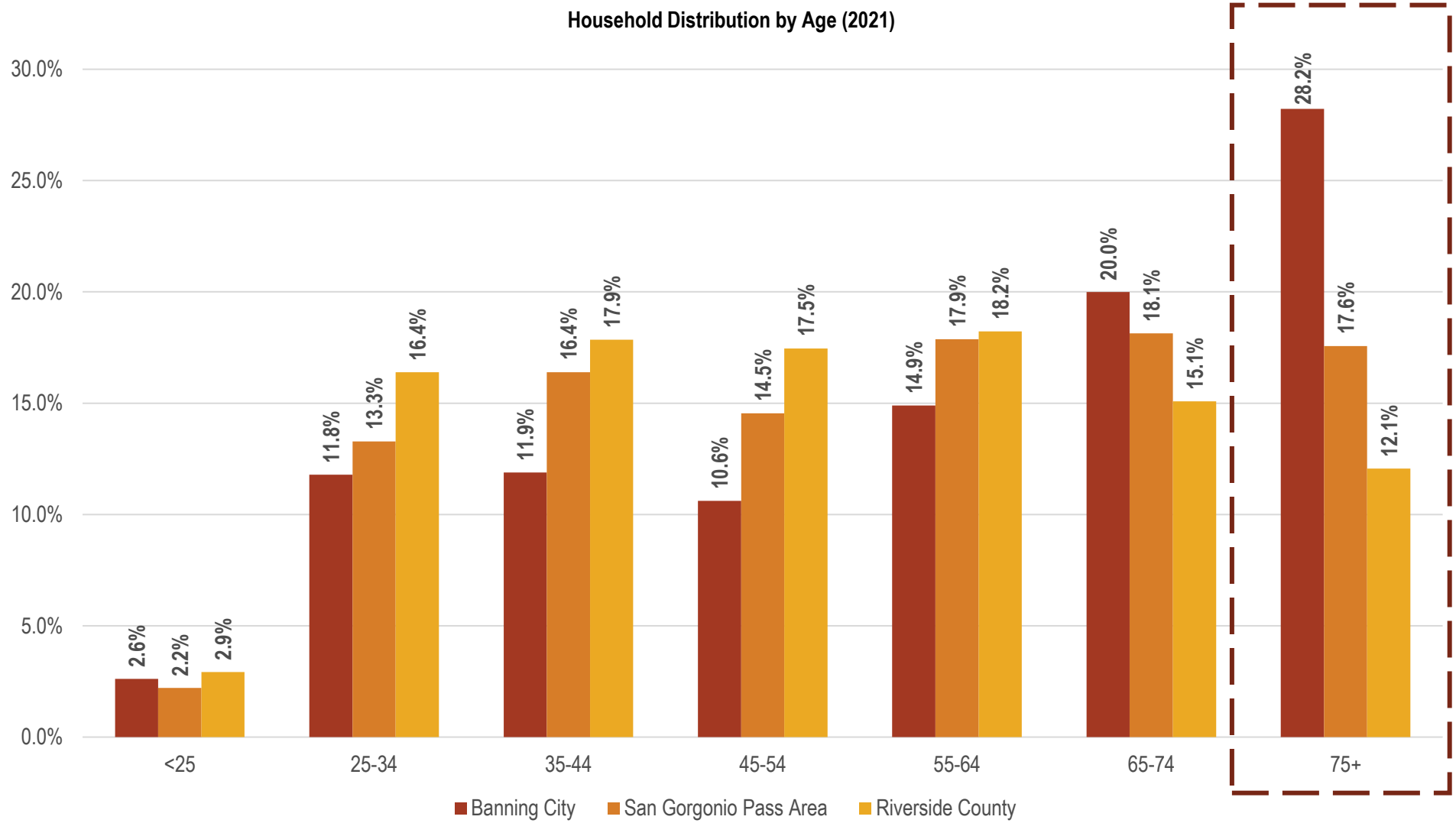
Note: The Banning-Beaumont and Surround Areas above is the geography defined on page 14.

Source: Esri; RCLCO

HOUSEHOLDS BY AGE

RCLCO
REAL ESTATE CONSULTING

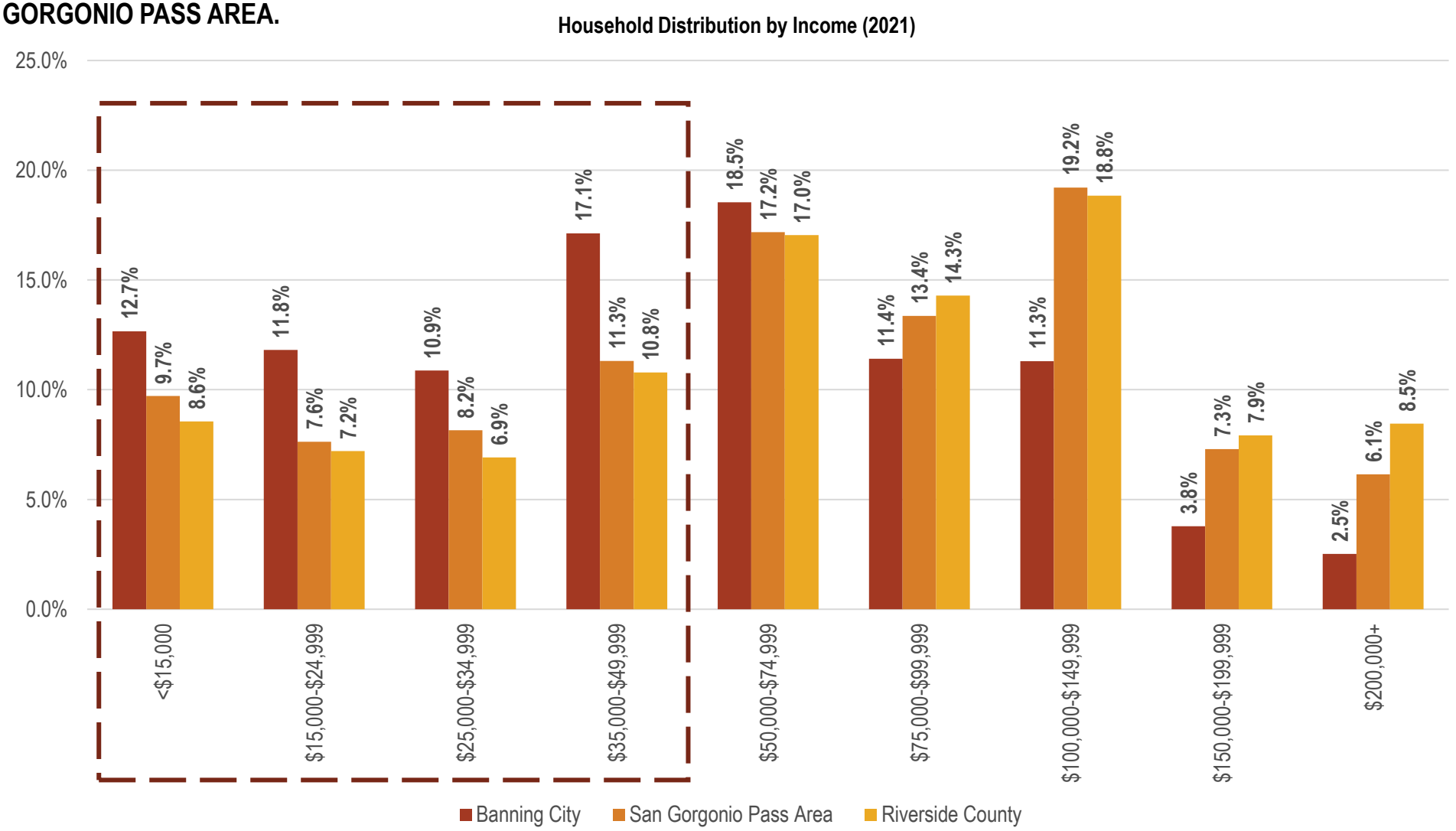
BANNING HOUSEHOLDS SKEW OLDER, WITH 48.2% OF HOUSEHOLDS OVER THE AGE OF 65; COMPARED TO 35.7% IN THE SAN GORGONIO PASS AREA, AND 27.2% IN ALL OF RIVERSIDE COUNTY



Source: Esri; RCLCO

HOUSEHOLDS BY INCOME

BANNING HAS A HIGH PROPORTION OF LOW-INCOME HOUSEHOLDS WITH 52.5% OF HOUSEHOLDS EARNING LESS THAN $50,000 AND 24.5% EARNING LESS THAN $25,000 ANNUALLY; COMPARED TO 36.8% AND 17.3% RESPECTIVELY IN THE SAN GORGONIO PASS AREA.



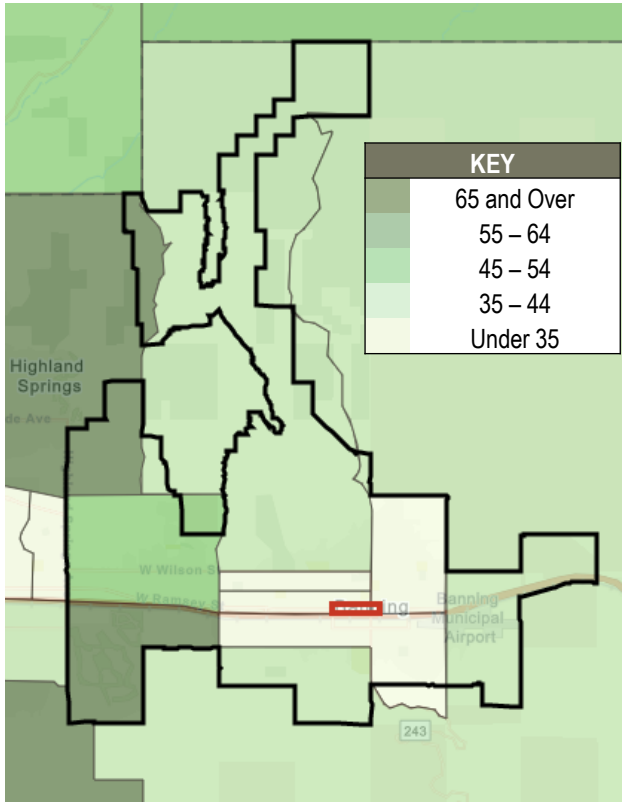
Source: Esri; RCLCO

BANNING DEMOGRAPHIC DISTRIBUTION

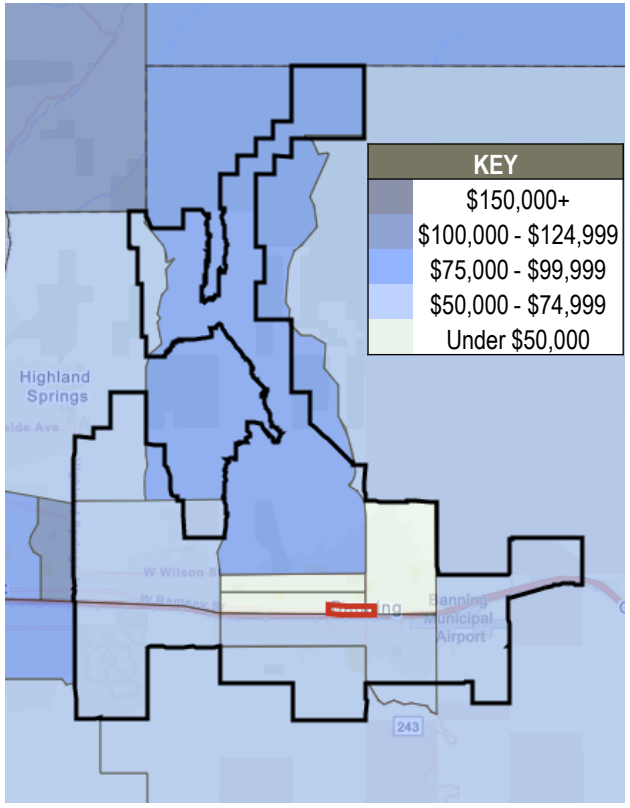
RCLCO
REAL ESTATE CONSULTING

HOUSEHOLD GROWTH IN BANNING HAS BEEN LIMITED OVER THE LAST DECADE AS THE CITY IS AN AGING COMMUNITY, THE MAJORITY OF RESIDENTS ARE OVER THE AGE OF 55, SKEWING MUCH OLDER THAN SURROUNDING AREAS. BANNING HAS A HIGH PROPORTION OF HOUSEHOLDS EARNING LESS THAN $75,000 THOUGH CENSUS TRACTS IN NEARBY COMMUNITIES ARE MORE AFFLUENT.

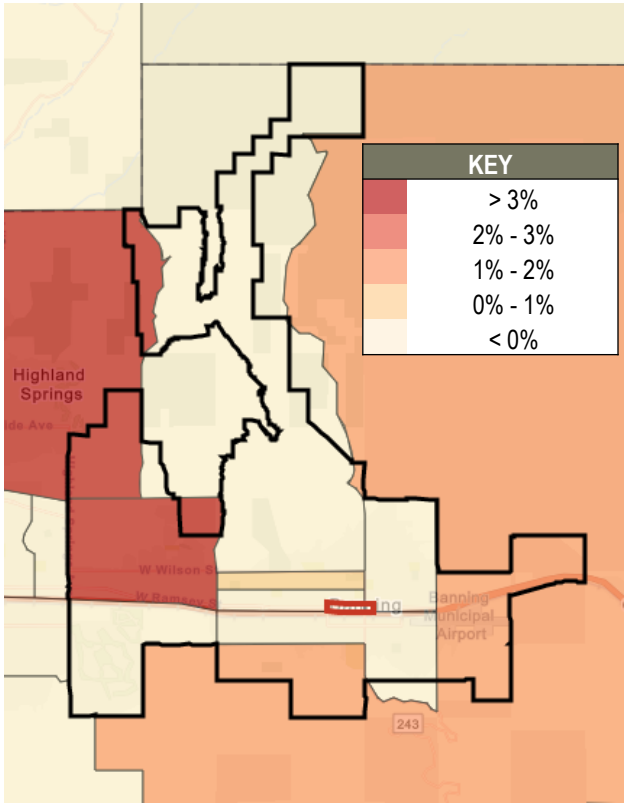
Median Age by Census Tract
Banning, 2022



Median Household Income by Census Tract,
Banning, 2022



Household Growth by Census Tract,
Banning, 2010 - 2022



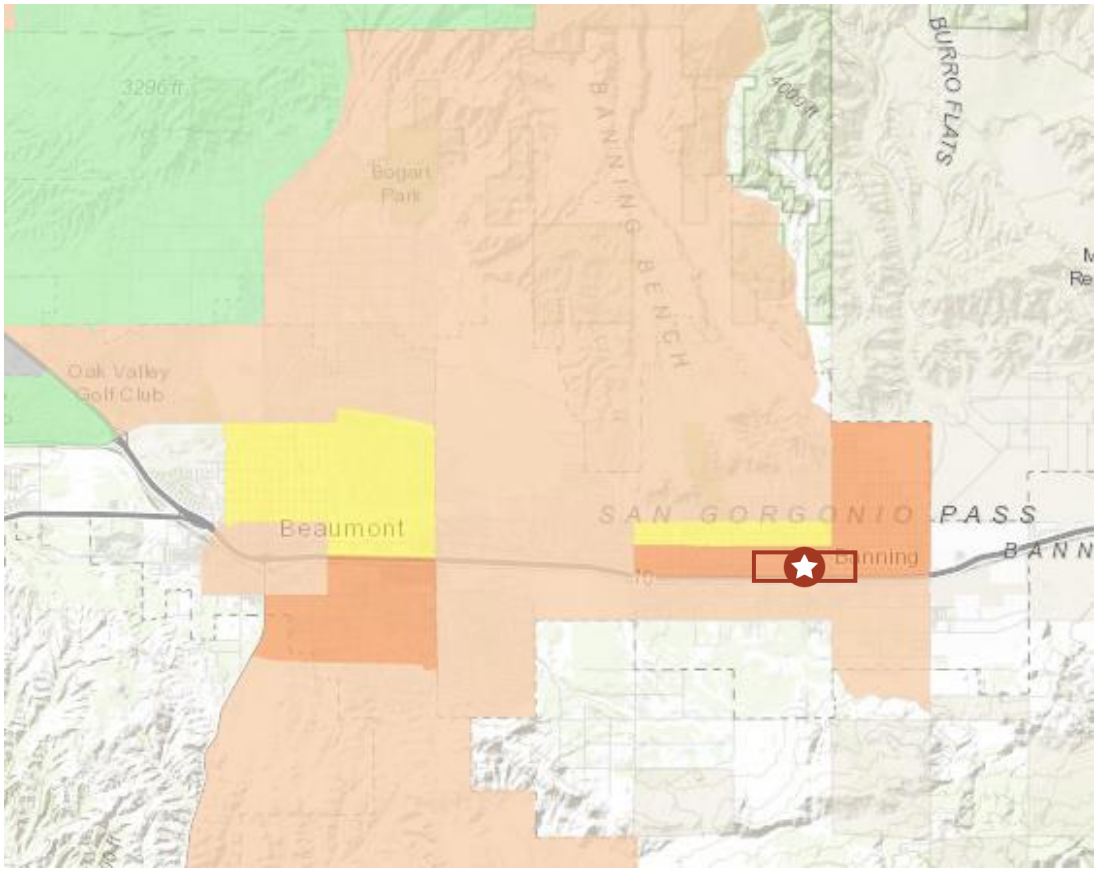
Source: Esri; RCLCO

NEIGHBORHOOD ATLAS

RCLCO REAL ESTATE CONSULTING

BANNING PRIMARILY CONSISTS OF GREENFIELD VALUE SUBURBS, THOUGH DOWNTOWN BANNING IS CHARACTERIZED AS AN ECONOMICALLY CHALLENGED SUBURB CONSISTING OF LOWER VALUE HOMES WITH LIMITED RECENT POPULATION GROWTH

Neighborhood Atlas Map;
Diamond Bar and surrounding neighborhoods - 2020



Downtown Banning

RCLCO Advisory: The Updated Neighborhood Atlas: A Roadmap to Growth Patterns in the Last Decade

URBAN

- **ECONOMIC CENTER:** Significant concentrations of employment and often the historic urban cores of cities
- **EMERGING ECONOMIC CENTER:** Well-located but underutilized locations; rapidly densifying from single-family/low- density to new mixed-use cores
- **MIXED-USE DISTRICT:** Situated near major employment cores, tend to be residentially focused, typically with high-density housing and upscale retail
- **HIGH-END NEIGHBORHOOD:** Low-density and high-value single-family housing
- **STABLE NEIGHBORHOOD:** Historically working-class with diverse housing types, though many are gentrifying
- **CHALLENGED NEIGHBORHOOD:** Predominately residential with significantly lower home values and rents, along with high vacancy and unemployment rates

SUBURBAN

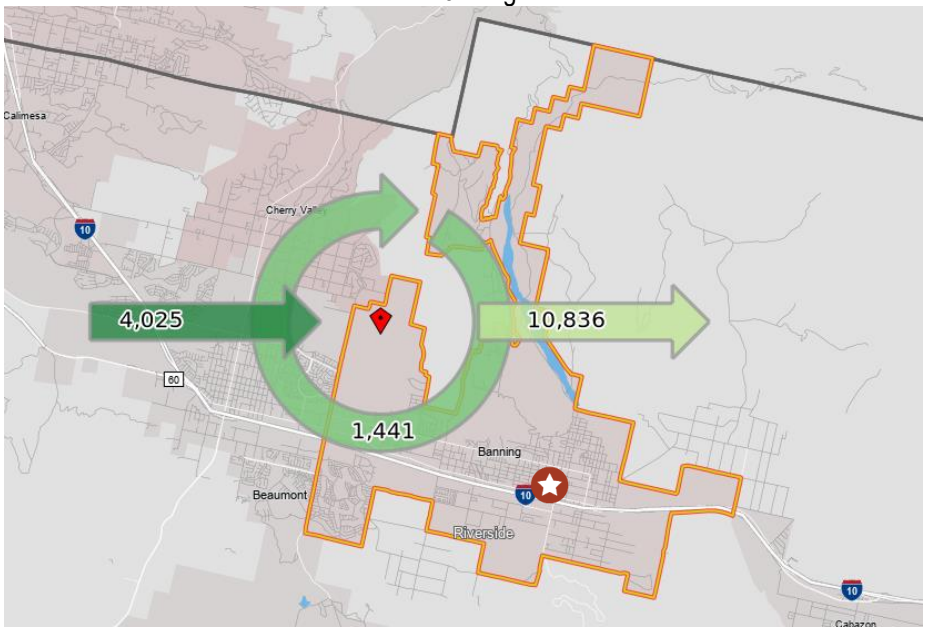
- **ESTABLISHED HIGH-END:** High home values and established development patterns
- **STABLE MIDDLE-INCOME:** Wide variety of home values that are attainable to a range of households
- **ECONOMICALLY CHALLENGED:** Lower home values and have seen little to no population growth in recent years
- **GREENFIELD LIFESTYLE:** Bulk of new development at suburban fringe, often near established high-end suburbs
- **GREENFIELD VALUE:** At suburban fringe, often adjacent to stable or economically challenged areas or near low-wage job concentrations

BANNING LIVE/WORK TRENDS

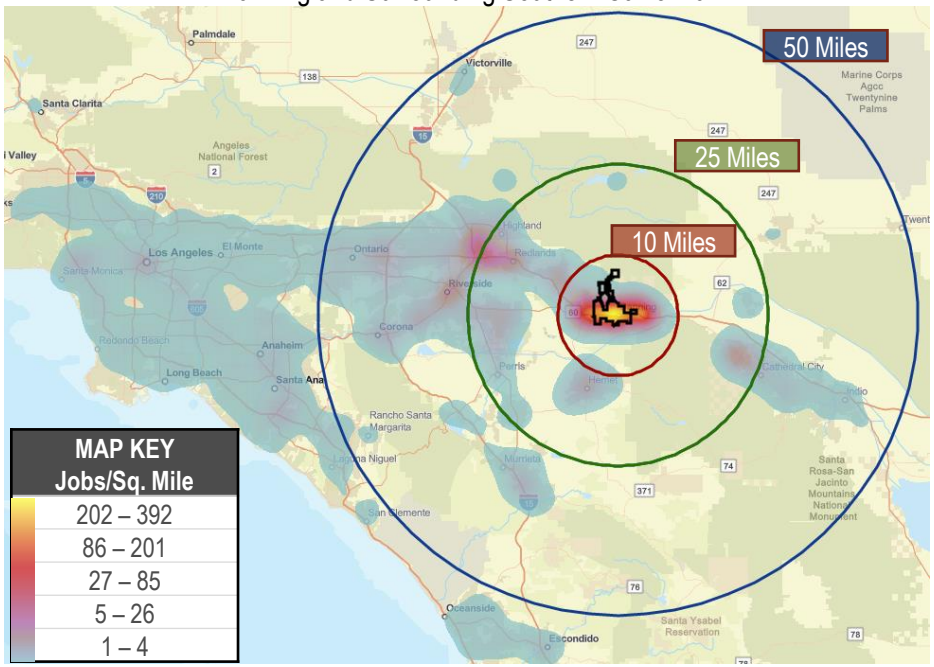
RCLCO REAL ESTATE CONSULTING

THE MAJORITY (88%) OF BANNING RESIDENTS WORK OUTSIDE OF THE CITY, WITH A SIGNIFICANT PORTION (55.4%) COMMUTING GREATER THAN 25 MILES TO WORK. HIGHER-DENSITY BUSINESS CORES ALONG INTERSTATE-10, SAN BERNARDINO, RIVERSIDE, AND PALM SPRINGS ARE KEY EMPLOYMENT CENTERS FOR BANNING RESIDENTS

Work Patterns, 2019
Banning



Employment Locations of Residents, 2019
Banning and Surrounding Southern California



INFLOW/OUTFLOW JOB COUNTS	COUNT	SHARE
Employed in the Selection Area	**5,466**	**100%**
Employed in the Selection Area but Living Outside	4,025	73.6%
Employed and Living in the Selection Area	1,441	26.4%
Living in the Selection Area	**12,277**	**100%**
Living in the Selection Area but Employed Outside	10,836	88.3%
Living and Employed in the Selection Area	1,441	11.7%

COMMUTE DISTANCE OF BANNING RESIDENTS	COUNT	SHARE
TOTAL PRIMARY JOBS	**12,277**	**100%**
Less than 10 miles	3,160	25.7%
10 to 24 miles	2,317	18.9%
25 to 50 miles	3,055	24.9%
Greater than 50 miles	3,745	30.5%

Downtown Banning

Source: Census on the Map; Esri; RCLCO

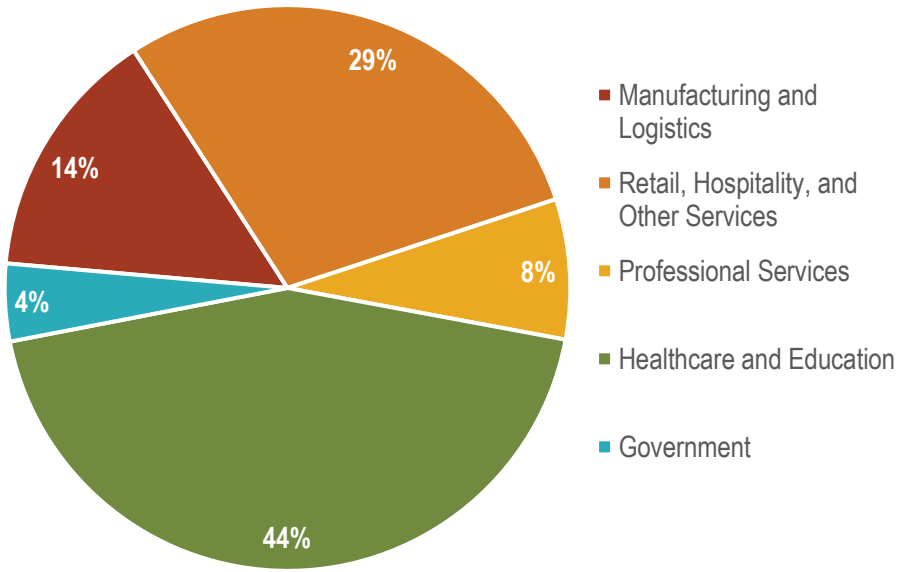
BANNING LIVE/WORK TRENDS

RCLCO REAL ESTATE CONSULTING

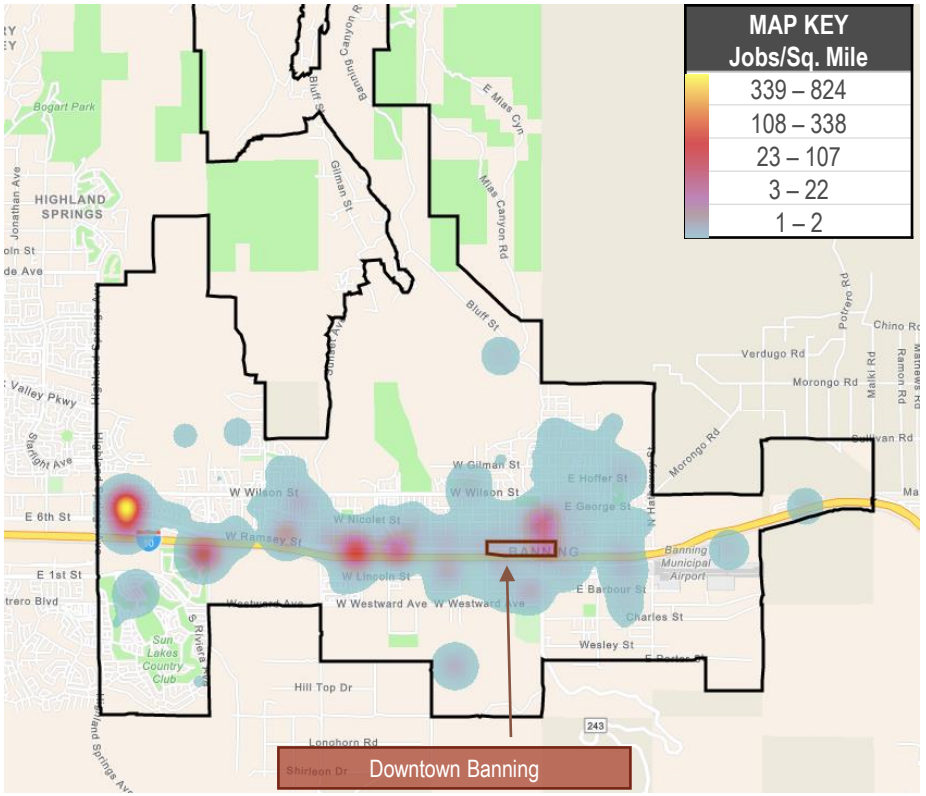
EMPLOYMENT IN BANNING IS CONCENTRATED ALONG RAMSEY STREET WHICH RUNS ADJACENT TO INTERSTATE-10

- The majority of employees commute into Banning, with only 1,440 Banning residents working within the city. Majority of workers are between the ages of 30 and 54 (52%) and are heavily concentrated in the healthcare and education industry (44%).
- Employment in Banning is broadly distributed market with a few major large employers, primarily in the public sector. The largest employers in Banning are the Banning Unified School District (570 employees), the San Gorgonio Memorial Hospital (375 employees), the Smith Correctional Facility (137 employees), and the Banning Justice Center, a part of the Superior Court of California (approximately 70 employees).
- Greater than 88% of residents of Banning commute outside of the city for work and nearly 75% of the employees of Banning reside outside of the city.

Employment by Sector, 2019
Banning



Heat Map of Banning Employment, 2019



PRIMARY JOBS	COUNT	SHARE
Employed in the Selection Area	**5,466**	**100%**
Worker Age		
Age 29 or younger	1,198	21.9%
Age 30 to 54	2,844	52.0%
Age 55 or older	1,424	26.1%

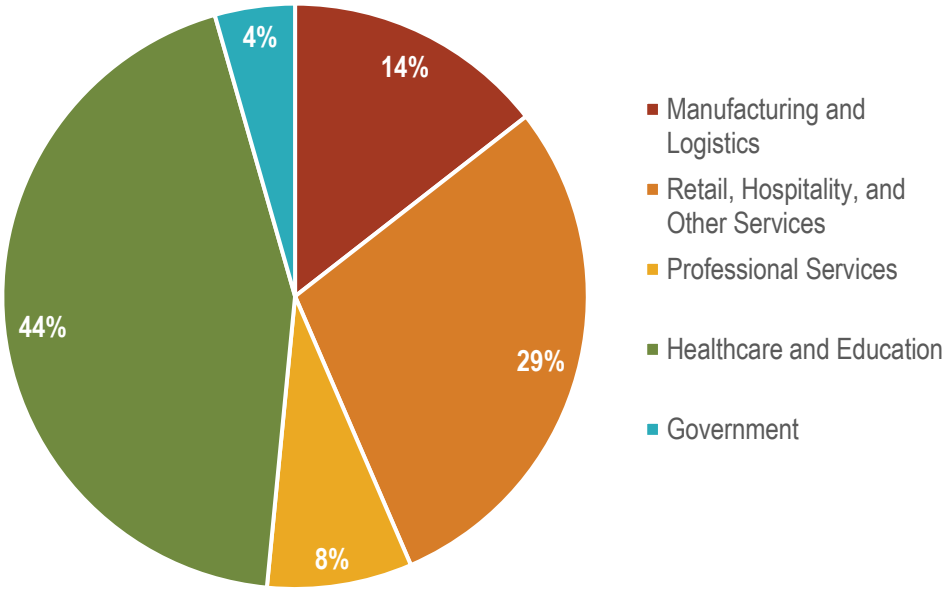
Source: City of Banning; Riverside County; Census on the Map; Esri; RCLCO

BANNING EMPLOYMENT COMPARISON

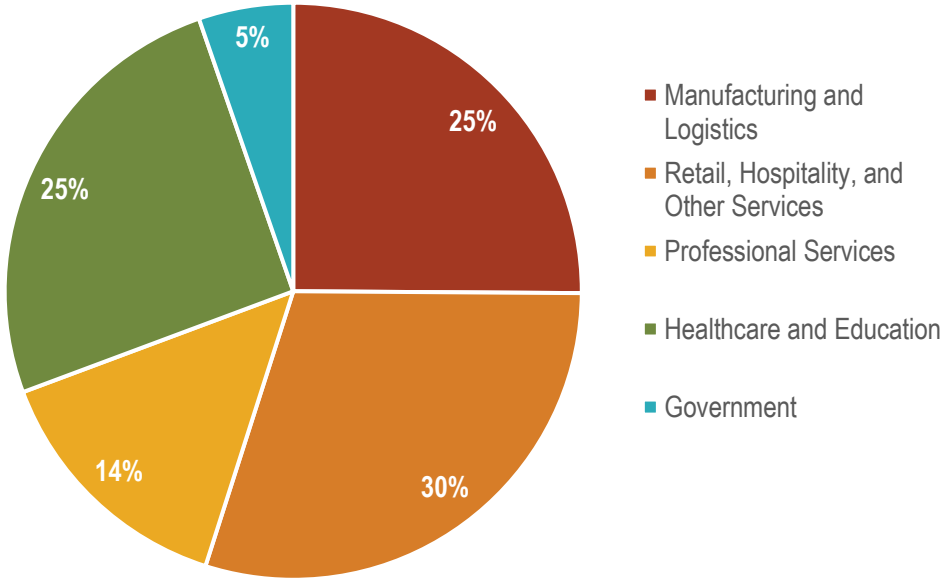
RCLCO REAL ESTATE CONSULTING

HIGH CONCENTRATION OF MANUFACTURING AND LOGISTICS EMPLOYEES LIVE IN BANNING AND ARE LIKELY COMMUTING OUT OF THE CITY FOR WORK.

Employed in Banning by Employment Sector
2019



Residents of Banning by Employment Sector
2019



	EMPLOYED IN BANNING	% OF TOTAL	RESIDENTS OF BANNING	% OF TOTAL
Manufacturing and Logistics	791	14%	3,082	25%
Retail, Hospitality, and Other Services	1,588	29%	3,661	30%
Professional Services	438	8%	1,767	14%
Healthcare and Education	2,407	44%	3,116	25%
Government	242	4%	651	5%
TOTAL	**5,466**	**100%**	**12,277**	**100%**

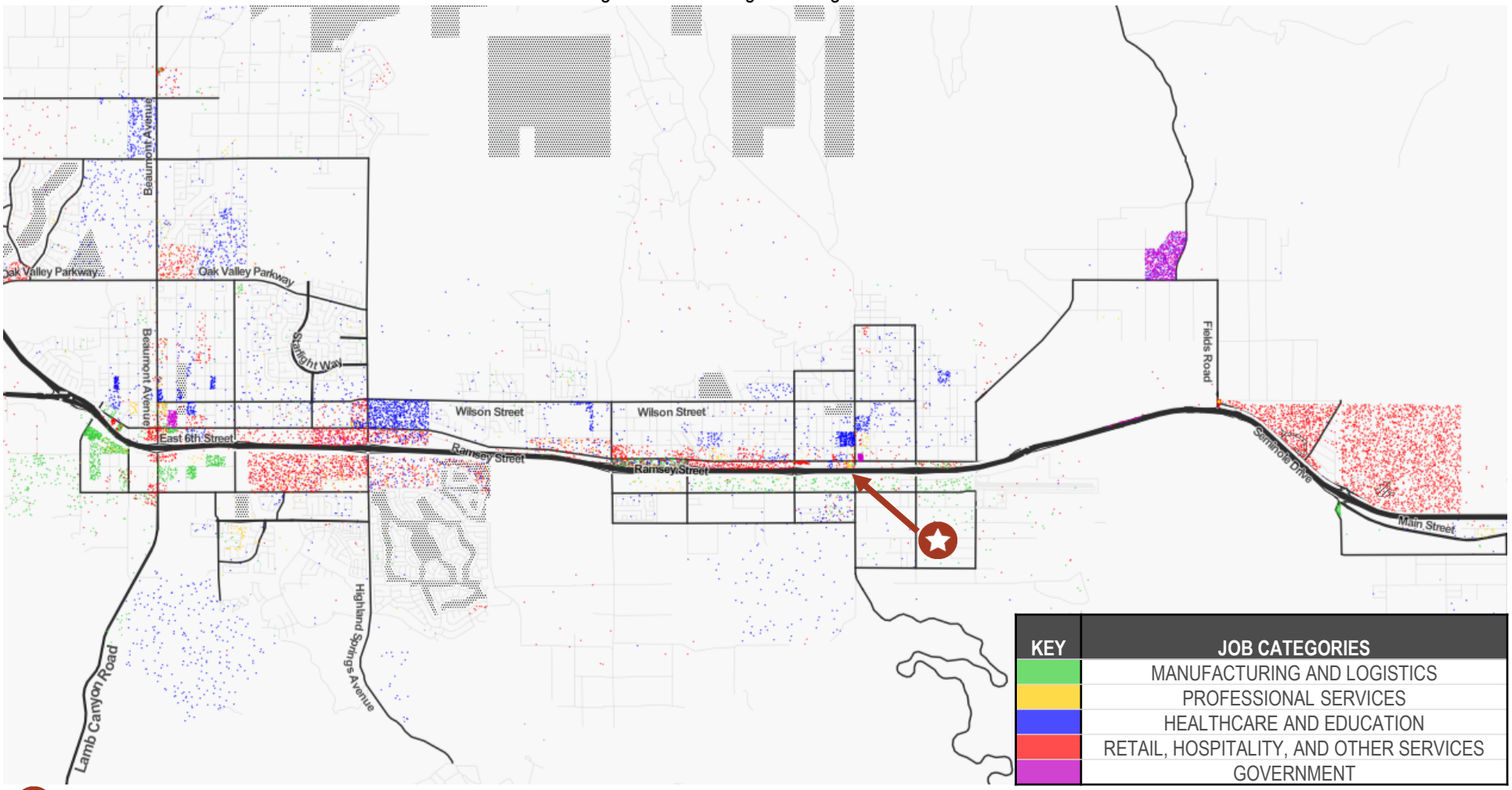
Source: Census on the Map; RCLCO

EMPLOYMENT IN BANNING

RCLCO REAL ESTATE CONSULTING

EMPLOYMENT IN BANNING IS CHARACTERISTICALLY DISTRIBUTED ACROSS SMALLER RETAIL AND PROFESSIONAL SERVICES EMPLOYERS, WITH A NUMBER OF LARGER PUBLIC EMPLOYERS IN THE GOVERNMENT AND HEALTHCARE AND EDUCATION SECTORS.

Employment by Sector, 2019;
Banning and Surrounding San Gorgonio Pass Area



Downtown Banning

Source: US Census; RCLCO, Inspired by Employment in America, 2014 – Robert Manduca

SUBMARKET OVERVIEW

RCLCO REAL ESTATE CONSULTING

BANNING HAS NOT EXPERIENCED NEW APARTMENT DEVELOPMENT IN OVER 30 YEARS AND DESPITE LIMITED INVENTORY HAS HIGHER LEVELS OF VACANCY THAN THE SURROUNDING SAN GORGONIO PASS AREA, LIKELY DRIVEN BY THE VINTAGE (OLDER AGE) OF SUPPLY OF AVAILABLE UNITS IN BANNING

Map of San Gorgonio Pass Area and Banning



	BANNING	SAN GORGONIO PASS AREA	INLAND EMPIRE
CURRENT CHARACTERISTICS (2022 YTD)			
Properties	12	35	1,429
Units	471	1,986	157,057
Avg. Effective Rent	$1,372	$1,360	$2,018
Vacancy	8.1%	3.6%	3.1%
SHORT-TERM TRENDS (2017-2021)			
Avg. Rent Growth	5.8%	6.0%	7.6%
Avg. Vacancy	8.3%	4.3%	3.9%
Avg. Net Absorption	1	7	2,126
Avg. Completions	0	0	1,593
LONG-TERM TRENDS (2007-2021)			
Avg. Rent Growth	2.7%	2.3%	3.6%
Avg. Vacancy	8.6%	5.9%	5.4%
Avg. Net Absorption	0	7	1806
Avg. Completions	0	3	1491

Source: CoStar; Esri; RCLCO

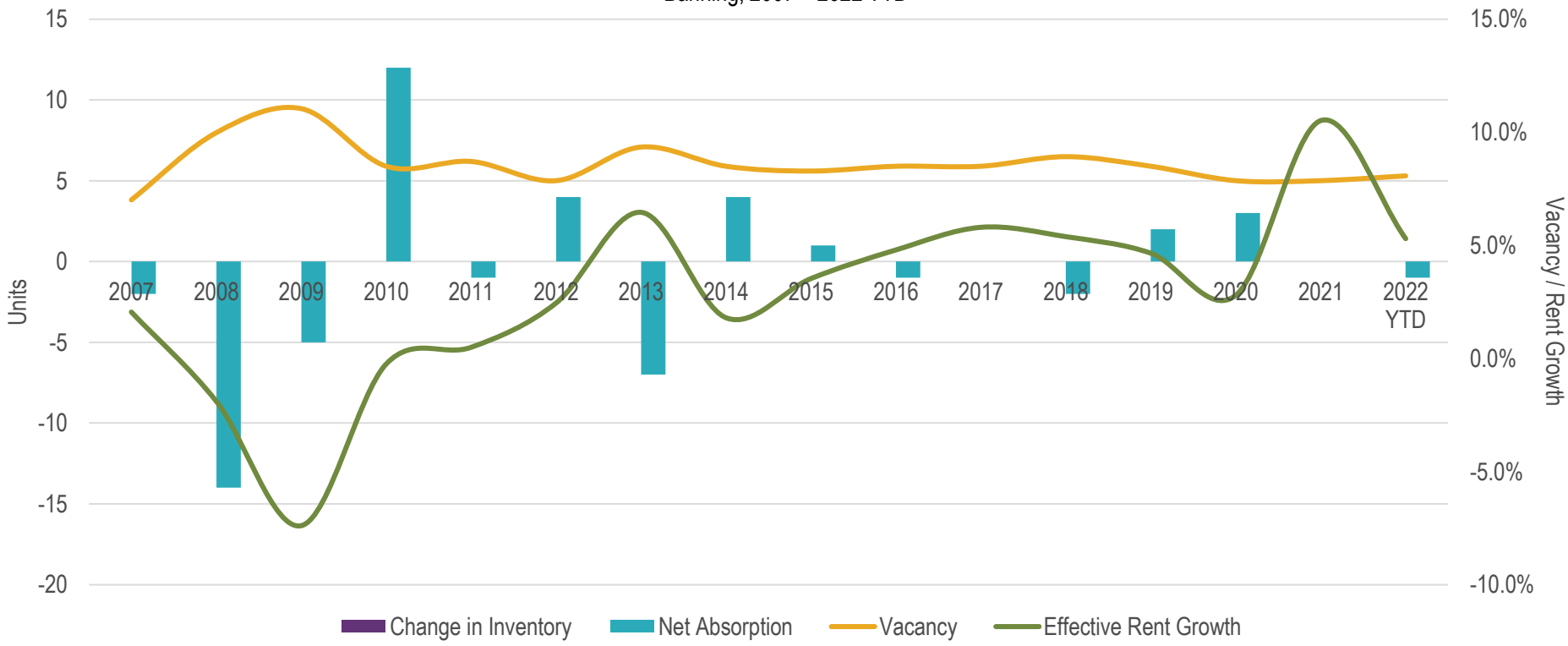
RENTAL APARTMENT MARKET

RCLCO
REAL ESTATE CONSULTING

WITH NO NEW INVENTORY THE APARTMENT MARKET IN BANNING IS RELATIVELY STAGNANT. HOWEVER, BANNING EXPERIENCED SIZEABLE RENT GROWTH OF 10.5% IN 2021 DESPITE VACANCY REMAINING LARGELY UNCHANGED

- Most apartment markets experienced significant rent growth in 2021 due to increased demand as employment markets began to recover from the impacts of the Covid-19 pandemic lockdowns.
- The pandemic also catalyzed outward migration from larger urban areas towards the Coachella Valley and the Inland Empire. The influx of new renters further pressured the rental market which may have had a spillover effect on rents in Banning.
- The historically large rent growth of 2021 is amplified by the limited inventory within the City of Banning with an inventory of fewer than 500 total apartments. With vacancy steady around 8%, and no absorption (positive or negative) in 2021, increased rents are likely a result of the small sample size and heavy influence from nearby markets.

Completions, Absorptions, Vacancy, and Rent Growth
Banning; 2007 – 2022 YTD



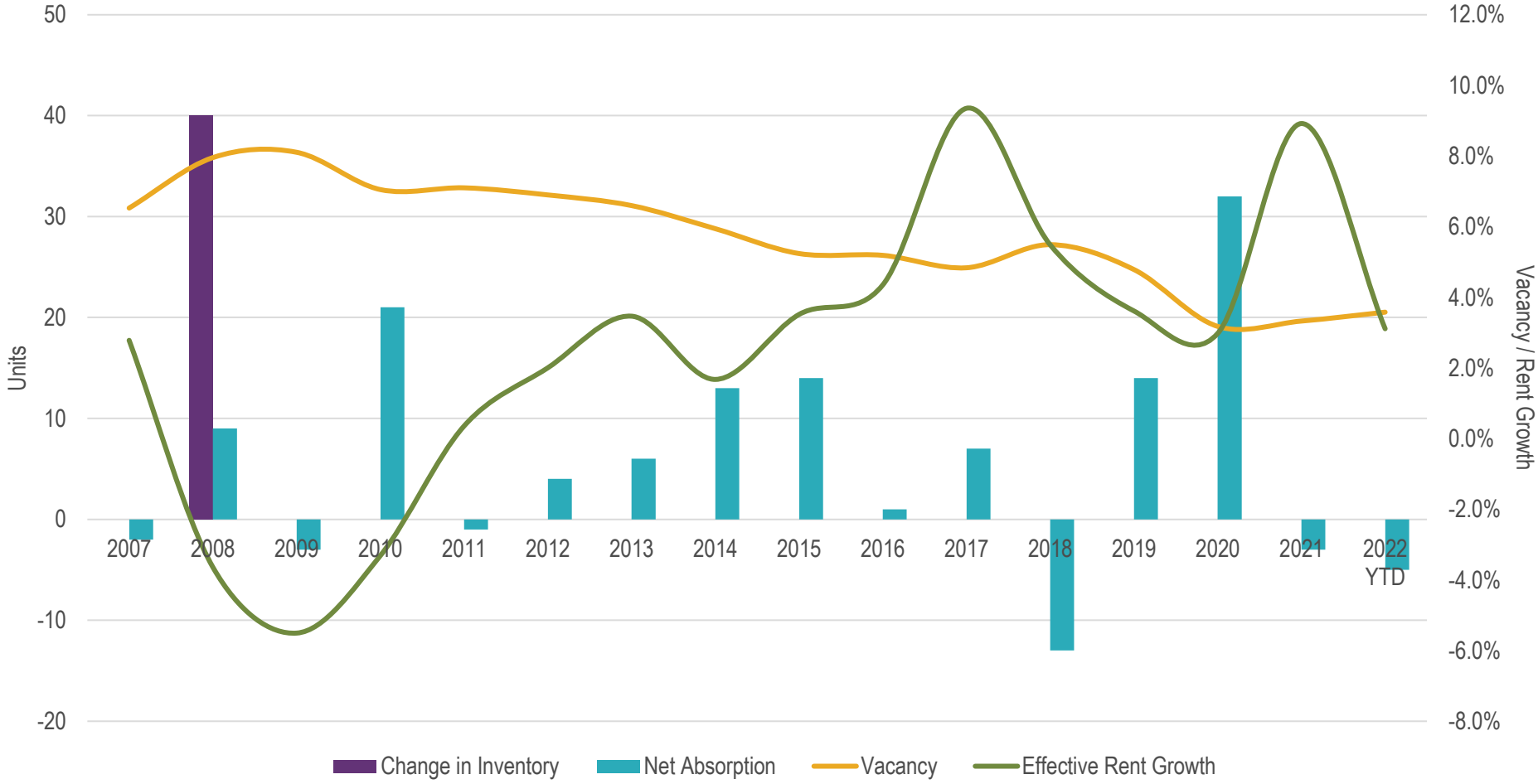
Source: CoStar; RCLCO

RENTAL APARTMENT MARKET

RCLCO REAL ESTATE CONSULTING

THE SAN GORGONIO PASS AREA LAST SAW NEW DEVELOPMENT IN 2008 AND FOLLOWING A SHORT-LIVED INCREASE IN VACANCY HAS EXPERIENCED DECLINING VACANCY NEARLY EVERY YEAR SINCE 2009. RENT GROWTH OF 8.9% IN 2021 WAS A NEAR RECORD-HIGH FOR THE AREA, EXCEEDED ONLY BY 9.3% RENT GROWTH IN 2017

Completions, Absorptions, Vacancy, and Rent Growth
San Gorgonio Pass Area; 2007 – 2022 YTD



Source: CoStar; RCLCO

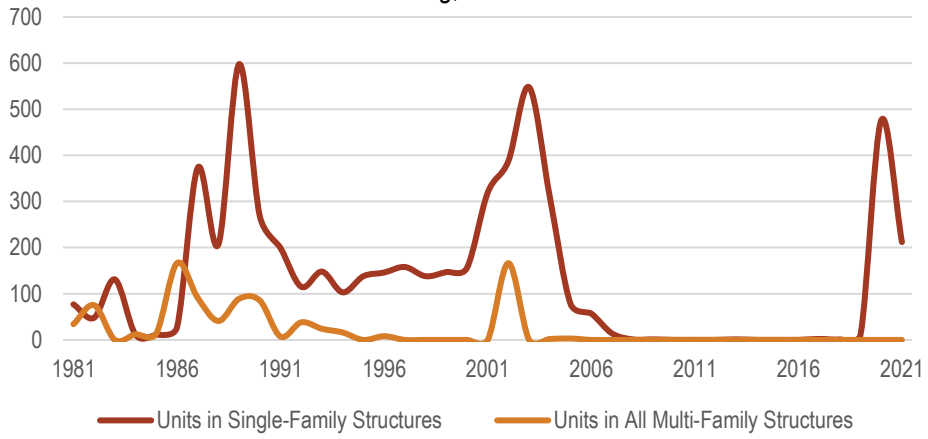
BUILDING PERMITS

RCLCO
REAL ESTATE CONSULTING

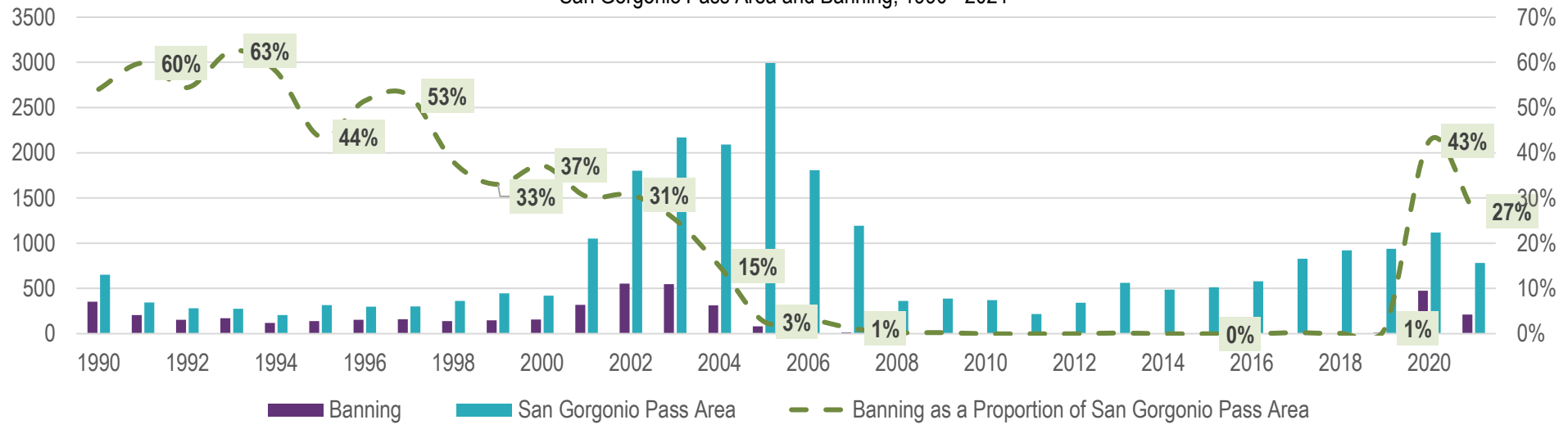
NEW DEVELOPMENT IN BANNING DROPPED OFF PRECIPITOUSLY AFTER 2003, BUT IN 2020 SURGED AND IS AGAIN GROWING A PROPORTION OF DEVELOPMENT IN THE SAN GORGONIO PASS AREA

- After declining from the late 1990s until the early 2000s, building permits rapidly declined in the in Banning beginning in 2003, and in the San Gorgonio Pass Area a few years later in 2005.
- While the number of units from building permits in the San Gorgonio Pass Area have not yet reached pre-financial crisis levels, permits in Banning in 2020 were the highest since 2003. As a proportion of the broader area, permits in Banning exceeded 40% for the first time since 1997.
- Since 1996 Banning has permitted only 171 multifamily units, which occurred between 2002 and 2005. Despite Banning beginning to permit a greater number of single-family units in 2020, there has been a significant absence of multi-family units being permitted over the past few decades.

Building Permits by Year;
Banning; 1981-2021



Residential Building Permits Comparison;
San Gorgonio Pass Area and Banning; 1990 - 2021



Source: U.S. Department of Housing and Urban Development; RCLCO

A BOOM IN NEW HOUSING CONSTRUCTION IN BANNING WILL LIKELY ATTRACT RELATIVELY HIGHER EARNING HOUSEHOLDS

The median home value in Banning as of 2021 was just under $310,000 compared to roughly $369,000 in the San Gorgonio Pass Area and nearly $434,000 for Riverside County.

- The Atwell master-planned community by Tri Pointe Homes began selling new homes in Banning in 2020 and at build out is planned to provide over 4,400 new homes in the city. The developer currently has three actively selling communities in Banning; Landmark, Horizon, and Arroyo. The Cienega and Centerstone communities have already sold out.
  - The Arroyo neighborhood offers three to five-bedroom homes ranging from nearly 1,800 square feet to just under 2,300 square feet with three to five bedrooms and a two-car garage. Pricing for Arroyo ranges from $478,000 to $490,000.
  - The homes in the Landmark community range in size from 2,140 square feet to 2,625 square feet and offer three to four bedrooms with a two-car garage and are priced between $498,000 and $526,000.
  - Horizon provides larger homes, ranging from 2,430 square feet to nearly 3,300 square feet with four or five bedrooms and a three-car garage. These homes are priced from $533,000 to over $590,000.
- The population of Banning could increase by roughly 12,000 people with the introduction of these new homes (4,400 homes at an average household size of 2.75). This would represent a 40% population increase over the current population of 30,000 and would account for 29% of city's the population at build out.
  - Given the expected positioning of these communities, the growth is likely to be concentrated among young families moving to the area in search of new, quality housing in a master-planned setting.
  - This tremendous increase of new households will likely generate substantial retail demand as demographics shift younger and more affluent.

Land Use Plan for the Atwell Master-Planned Community

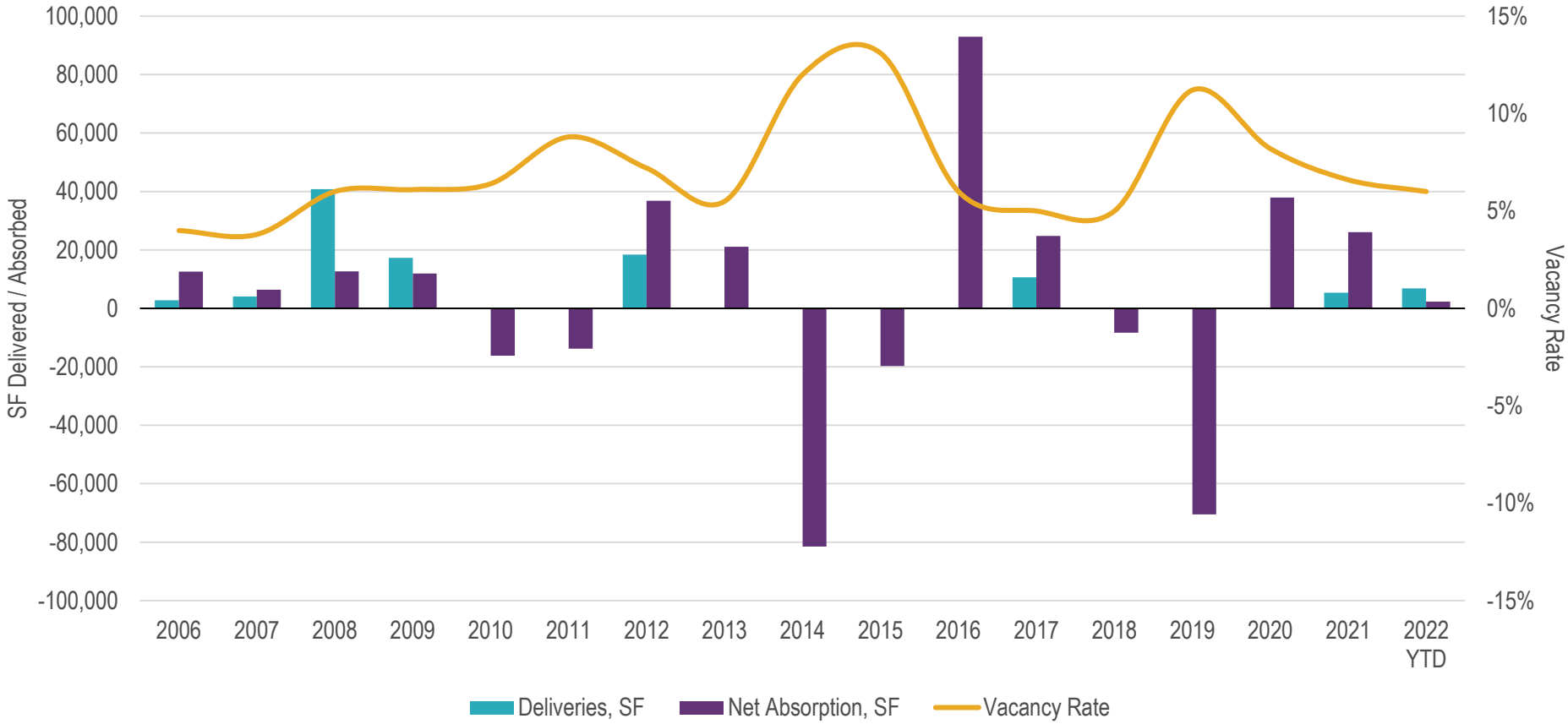


Source: Tri Pointe Homes; New Home Source

THE CITY OF BANNING HAS HAD LIMITED RETAIL DELIVERIES OVER THE PAST DECADE WHICH COMBINE FOR JUST OVER 41,000 SQUARE FEET OF NEW RETAIL SPACE

- There was significant negative net absorption of over 70,000 square feet in 2019 leading to increased vacancy of 11% in Banning.
- Despite the effects of the Covid-19 pandemic on brick-and-mortar retail, Banning has enjoyed positive net absorption each year since 2020 resulting in retail vacancy of just 6%.

Completions, Absorptions, Vacancy, and Rent Growth
Banning; 2006 – 2022 YTD



Source: CoStar; RCLCO

EXISTING RETAIL VISITORS

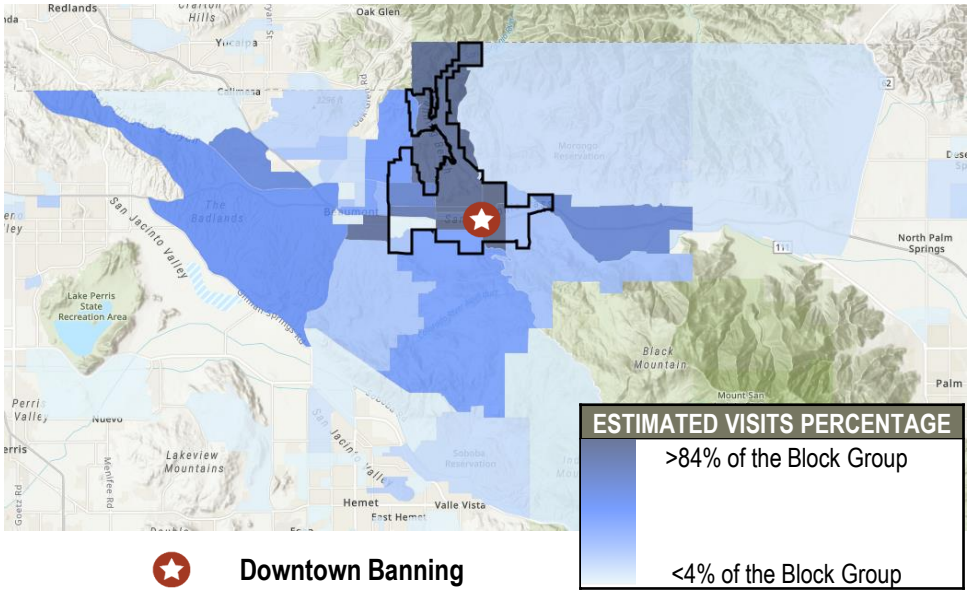
RCLCO REAL ESTATE CONSULTING

ALMOST HALF OF ALL TRAFFIC TO EXISTING DOWNTOWN BANNING ESTABLISHMENTS ORIGINATES FROM WITHIN BANNING

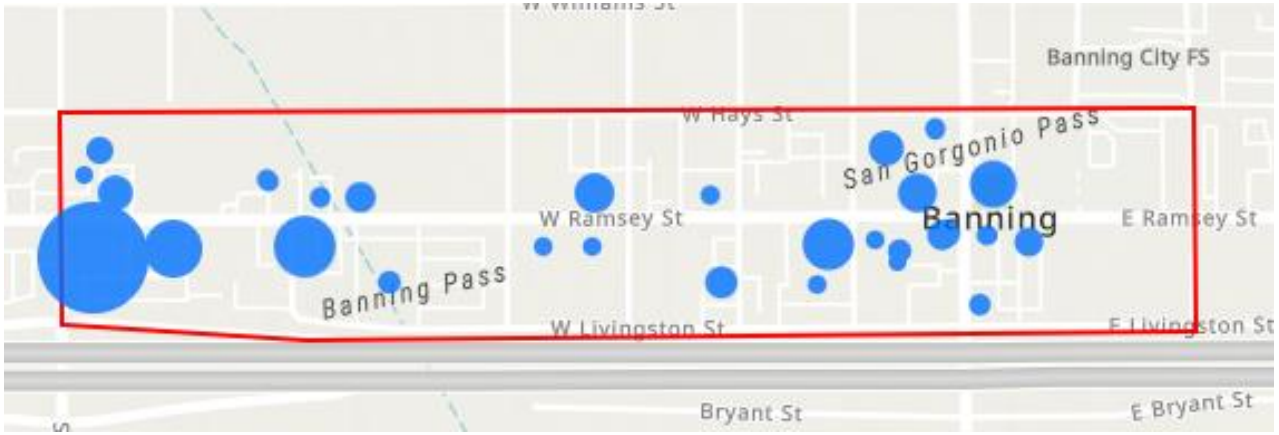
The retail visitor analyses were performed utilizing data from SafeGraph which provides a sample of cell phone data for over 18 million places of interest (POIs) where the cell phone was located for at least four minutes.

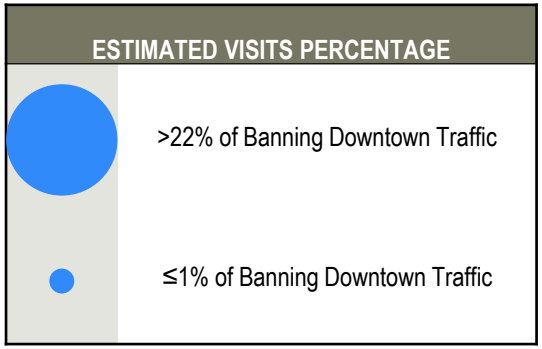
- The graph below shows that the most visited locations within Downtown Banning are Jack in the Box (22%), Vape Town (10%), IHOP (9%), and Wing's Garden Cafe (8%). Collectively, these four establishments are driving nearly half (49%) of all traffic in the Downtown Banning area.
- The graph to the right displays the home location of visitors to the Downtown Banning area. For the most part these visitors stem from the immediate Banning area and parts of nearby Cabazon, Cherry Valley, Beaumont and the outlying communities of the San Gorgonio Pass Area.
- Despite being immediately adjacent to Interstate-10, the census block groups that comprise Banning, and those immediately bordering the city, account for approximately 46% of all visitors to the Downtown Banning area.

Map of Downtown Banning Visitors by Origin (Block Group of Residence) - 2022



Map of Estimated Visit Percentage by Retailer - 2022





Source: SafeGraph, ArcGis, RCLCO

EXISTING RETAIL CONDITIONS

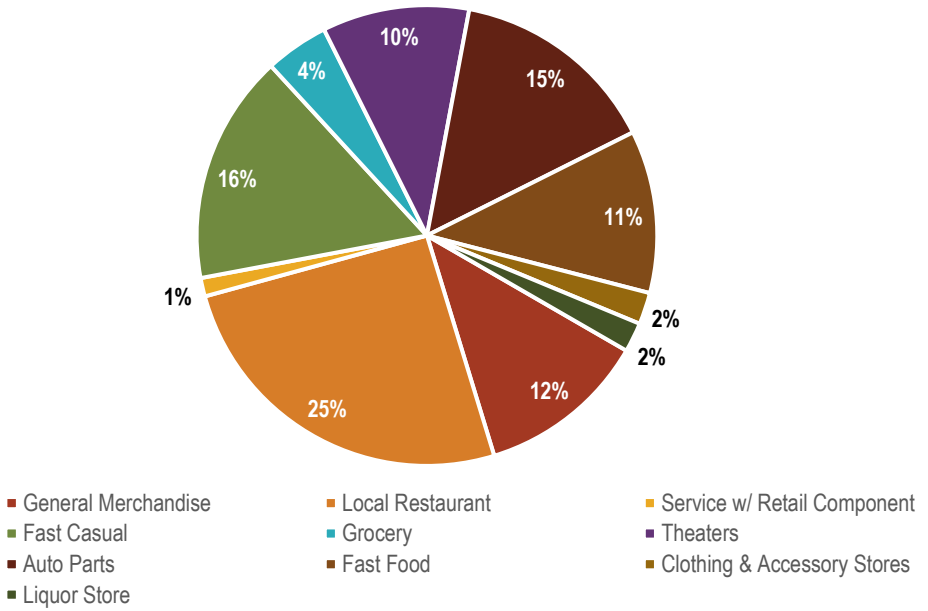
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EXISTING RETAIL IN THE CITY OF BANNING IS LARGELY CONCENTRATED IN SERVICES

Service oriented businesses account for approximately 24% of retail space in the current Downtown Banning area. However, despite playing a vital role in the community, these businesses do not contribute to the city's taxable revenue.

- Local restaurants, which occupy only 7% of all retail space in Downtown Banning with six restaurants, account for 25% of the taxable revenue in the area.
- The Parts Authority, an auto parts store, also generates a significant 15% of total taxable revenue while occupying 5% of the retail space in Downtown Banning.
- Retail space in Downtown Banning is currently 69% occupied, with 15 vacant spaces comprising 50,700 square feet.

Distribution of Taxable Retail Sales by Business Type; Downtown Banning



DOWNTOWN BANNING	# OF RETAIL SPACES	RETAIL SALES	TAXABLE SALES %	TAXABLE SALES $	% OF ALL TAXABLE REVENUE	SQUARE FEET	RETAIL SALES / SF
General Merchandise	3	$1,441,500	100%	$1,441,500	12%	3,100	$465
Local Restaurant	6	$3,071,750	100%	$3,071,750	25%	12,287	$250
Service	19	$0	0%	$0	0%	39,412	$0
Service w/ Retail Component	5	$3,135,060	5%	$156,753	1%	17,417	$180
Fast Casual	2	$1,945,320	100%	$1,945,320	16%	4,472	$435
Grocery	2	$2,153,110	25%	$538,278	4%	3,098	$695
Theaters	1	$1,245,780	100%	$1,245,780	10%	9,228	$135
Auto Parts	1	$1,768,800	100%	$1,768,800	15%	8,040	$220
Fast Food	1	$1,377,500	100%	$1,377,500	11%	2,755	$500
Clothing & Accessory Stores	1	$269,500	100%	$269,500	2%	700	$385
Community Space	4	$0	N/A	$0	0%	13,491	N/A
Liquor Store	1	$250,000	100%	$250,000	2%	1,000	$250
Vacant	15	$0	N/A	$0	0%	50,722	N/A
TOTAL	**61**	**$16,658,320**	**72%**	**$12,065,181**	**100%**	**165,722**	**$101**

Source: CoStar; RCLCO

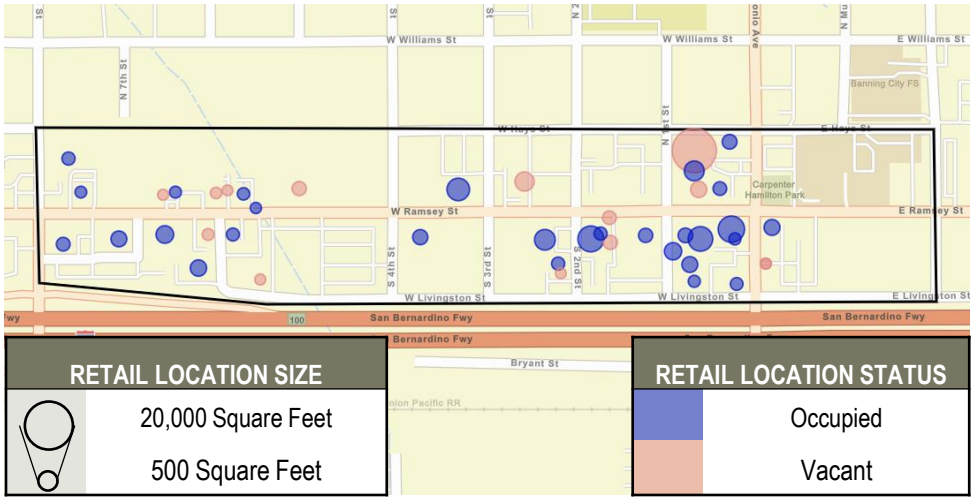
EXISTING RETAIL CONDITIONS

RCLCO REAL ESTATE CONSULTING

RETAIL BUILDINGS IN DOWNTOWN BANNING ARE SIGNIFICANTLY OLDER THAN IN NEARBY BEAUMONT. RETAIL LEASES RANGE FROM $11 TO $21 PER SQUARE FOOT

- Retail spaces in Banning were built, on average, in 1955 as opposed to Beaumont, where retail locations were built in 1988 on average. Retail occupancy in Downtown Banning is currently 69%.
- The newest spaces in Downtown Banning are the IHOP and Jack in the Box, which were constructed in 2002 and 2006. Aside from these two spaces, all locations in Downtown Banning were constructed before 1990. In relation, the City of Beaumont has had 20 new retail establishments constructed since 2010, 12 of which were built on or after 2020.
- According to several brokers and property owners in the Downtown Banning area, there has been a recent increase in interest in retail space in Banning as a value alternative to Beaumont. However, difficulty with leasing has stemmed from the age of the retail locations, prospective tenants requesting improvements to existing locations, and concerns regarding neighboring land uses.

Map of Downtown Banning Retail Locations by Size and Occupancy; 2022



Property Address	Anchor Tenant	Occupied SF	$/SF Avg.
12 S San Gorgonio Ave	Law Offices of Thomas Watkins	4,047	$21.00 NNN
60 W Ramsey St	Fox Cineplex Theatre	9,228	$14.25 MG
74 W Ramsey St	Angel's Black Tiger	3,304	$14.25 MG
42 W Ramsey St	Banning Center for the Arts	10,266	$30.36 MG
33 S San Gorgonio Ave	Brow Rebellion	1,779	$17.50 NNN (Est.)
99 S San Gorgonio Ave	Lithopass Printing Forms	2,138	$17.00 NNN (Est.)
70 S 1st St	American Legion	1,771	$16.50 NNN (Est.)
50 S 1st St	C's Beauty & Barber	2,000	$15.38 NNN (Est.)
144 W Ramsey St	Vacant	0	$17.50 NNN (Est.)
116 W Ramsey St	Wing's Garden Café	3,026	$16.50 NNN (Est.)
166 W Ramsey St	Vacant	0	$15.50 NNN (Est.)
170 W Ramsey St	Safe Plating Inc.	2,400	$17.00 NNN (Est.)
182 W Ramsey St	An Elegant Affair Wedding Caterer	10,000	$19.00 NNN (Est.)
240 W Ramsey St	Boys & Girls Clubs of America	6,912	$16.50 NNN (Est.)
51-57 S 2nd St	Tenax Cleaners	2,399	$11.16 MG
65 S 2nd St	Vacant	0	$12.00 NNN (Est.)
376 W Ramsey St	Banning Smog Test Center	3,613	$15.50 NNN (Est.)
557 W Livingston St	Vacant	0	$15.50 NNN (Est.)
572-584 W Ramsey St	Banning Donut	2,300	$14.50 NNN (Est.)
770 W Ramsey St	Jack in the Box	2,755	$15.50 NNN (Est.)
660 W Ramsey St	Floral Expressions	5,064	$16.00 NNN (Est.)
730 W Ramsey St	IHOP	4,022	$15.50 NNN (Est.)
53 S 6th St	HELP Inc	4,308	$17.00 NNN (Est.)
614 W Ramsey St	Vacant	0	$17.50 NNN (Est.)
755 W Ramsey St	Santiago's Taco Shop	1,584	$15.50 NNN (Est.)
583 W Ramsey St	Vacant	0	$15.50 NNN (Est.)
62 N 8th St	Jack's Market	2,398	$15.50 NNN (Est.)
663 W Ramsey St	Vacant	0	$17.00 NNN (Est.)
647 W Ramsey St	Music & Voice Institute	1,631	$17.50 NNN (Est.)
603 W Ramsey St	Vacant	0	$22.00 NNN (Est.)
575 W Ramsey St	Papaya Bay Thai Cuisine	1,933	$17.50 NNN (Est.)
553 W Ramsey St	Reynaldo's Restaurant	1,227	$18.00 NNN (Est.)
515-521 W Ramsey St	Vacant	0	$13.68 +UTIL
41 W Ramsey St	The Station Tap House Bar and Grill	2,717	$15.50 NNN (Est.)
30-40 S 1st St	Janeth Beauty Salon	4,888	$11.40 MG
55-61 W Ramsey St	Vacant	0	$15.50 NNN (Est.)
50 N 1st St	Good Guys Flooring	6,400	$12.00 NNN
64-66 N 1st St	Vacant	0	$13.50 NNN (Est.)
89 N San Gorgonio Ave	La Carreta Dulceria	2,850	$16.50 NNN (Est.)
263 W Ramsey St	Vacant	0	$16.50 NNN
321 W Ramsey St	Parts Authority	8,040	$14.50 NNN (Est.)
66 S San Gorgonio Ave	Vacant	0	$18.00 NNN (Est.)
TOTAL/AVG.		**115,000**	**$16.42**

Source: CoStar; Esri; Broker Interviews; RCLCO

DISCLAIMERS

CRITICAL ASSUMPTIONS

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Our conclusions are based on our analysis of the information available from our own sources and from the client as of the date of this report. We assume that the information is correct, complete, and reliable.

We made certain assumptions about the future performance of the global, national, and local economy and real estate market, and on other factors similarly outside either our control or that of the client. We analyzed trends and the information available to us in drawing these conclusions. However, given the fluid and dynamic nature of the economy and real estate markets, as well as the uncertainty surrounding particularly the near-term future, it is critical to monitor the economy and markets continuously and to revisit the aforementioned conclusions periodically to ensure that they are reflective of changing market conditions.

We assume that the economy and real estate markets will experience a period of slower growth in the next 12 to 24 months, and then return to a stable and moderate rate in 2024 and beyond. However, stable and moderate growth patterns are historically not sustainable over extended periods of time, the economy is cyclical, and real estate markets are typically highly sensitive to business cycles. Further, it is very difficult to predict when inflection points in economic and real cycles will occur.

With the above in mind, we assume that the long-term average absorption rates and price changes will be as projected, realizing that most of the time performance will be either above or below said average rates.

Our analysis does not consider the potential impact of future economic shocks on the national and/or local economy, and does not consider the potential benefits from major "booms" that may occur. Similarly, the analysis does not reflect the residual impact on the real estate market and the competitive environment of such a shock or boom. Also, it is important to note that it is difficult to predict changing consumer and market psychology.

As such, we recommend the close monitoring of the economy and the marketplace, and updating this analysis as appropriate.

Further, the project and investment economics should be “stress tested” to ensure that potential fluctuations in revenue and cost assumptions resulting from alternative scenarios regarding the economy and real estate market conditions will not cause failure.

In addition, we assume that the following will occur in accordance with current expectations:

- Economic, employment, and household growth
- Other forecasts of trends and demographic and economic patterns, including consumer confidence levels
- The cost of development and construction
- Tax laws (i.e., property and income tax rates, deductibility of mortgage interest, and so forth)
- Availability and cost of capital and mortgage financing for real estate developers, owners and buyers
- Competitive projects will be developed as planned (active and future) and that a reasonable stream of supply offerings will satisfy real estate demand
- Major public works projects occur and are completed as planned

Should any of the above change, this analysis should be updated, with the conclusions reviewed accordingly (and possibly revised).

GENERAL LIMITING CONDITIONS

Reasonable efforts have been made to ensure that the data contained in this study reflect accurate and timely information and are believed to be reliable. This study is based on estimates, assumptions, and other information developed by RCLCO from its independent research effort, general knowledge of the industry, and consultations with the client and its representatives. No responsibility is assumed for inaccuracies in reporting by the client, its agent, and representatives or in any other data source used in preparing or presenting this study. This report is based on information that to our knowledge was current as of the date of this report, and RCLCO has not undertaken any update of its research effort since such date.

Our report may contain prospective financial information, estimates, or opinions that represent our view of reasonable expectations at a particular time, but such information, estimates, or opinions are not offered as predictions or assurances that a particular level of income or profit will be achieved, that particular events will occur, or that a particular price will be offered or accepted. Actual results achieved during the period covered by our prospective financial analysis may vary from those described in our report, and the variations may be material. Therefore, no warranty or representation is made by RCLCO that any of the projected values or results contained in this study will be achieved.

Possession of this study does not carry with it the right of publication thereof or to use the name of "Robert Charles Lesser & Co." or "RCLCO" in any manner without first obtaining the prior written consent of RCLCO. No abstracting, excerpting, or summarization of this study may be made without first obtaining the prior written consent of RCLCO. This report is not to be used in conjunction with any public or private offering of securities or other similar purpose where it may be relied upon to any degree by any person other than the client without first obtaining the prior written consent of RCLCO. This study may not be used for any purpose other than that for which it is prepared or for which prior written consent has first been obtained from RCLCO.



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