

4.0 CITY OF BANNING

The services that are provided by the City of Banning (City) and included within this MSR include:

- Law Enforcement
- Fire Protection
- Solid Waste
- Storm Water Drainage
- Roadways and Circulation
- Parks and Recreation
- Library Services
- Animal Control
- Electricity

4.1 LOCATION AND GOVERNANCE

The City of Banning is located in west-central Riverside County in the San Gorgonio Pass area. The City of Beaumont is located to the west and the unincorporated Cabazon area is located to the east of the City. The City limits encompass approximately 14,843.14 acres and the City's SOI includes 5,319.79 acres. The City's location, existing boundaries, SOI, and public facilities are shown in Figure 4.1.

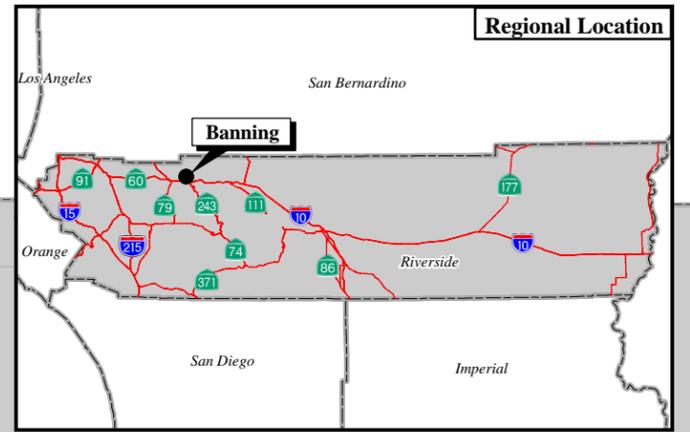
The City's existing SOI includes portions of the San Bernardino National Forest, as well as one-quarter section of land owned by the Morongo Band of Mission Indians. Because of this, it is probable that these lands will not be annexed to the City or served by the City.

The City of Banning was incorporated in 1913 as a general law city with a Council-Manager form of government. The City is governed by five elected Council Members, one of which is appointed mayor by the Council every two years. The Council Members are elected to four-year terms that are staggered, with three members elected during one election cycle and two at another. Elections are consolidated with the General Election in November of even-numbered years. Regularly scheduled Council meetings are held on the second and fourth Tuesday of each month at 6:00 p.m. All City Council and any other City Committee meetings are televised on Banning's Government Access Channel 10. City Council meeting agendas are available 72 hours prior to the meeting and are posted at several locations, including City Hall, the City Clerk's office, Banning Public Library, and on the City's Web site.

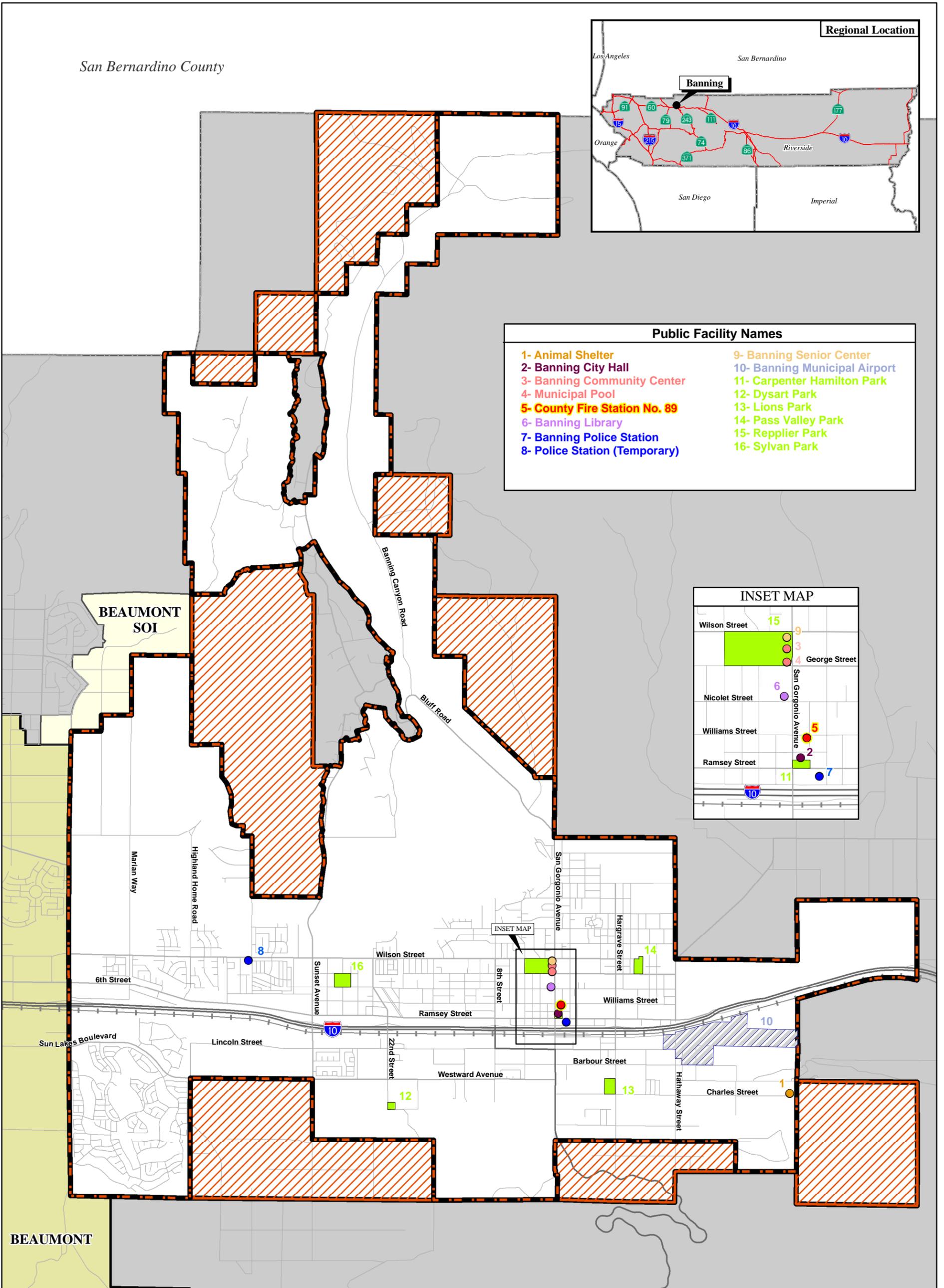
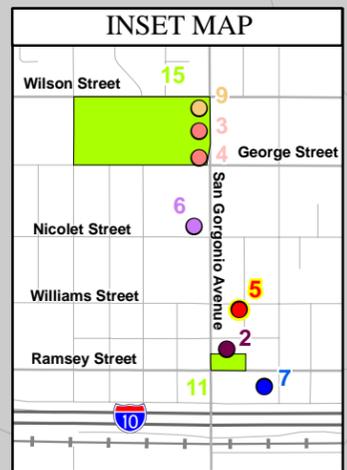
To provide for additional public participation, the City publishes a newsletter several times per year to inform residents of City activities. In addition, the City has a Park and Recreation Advisory Committee and a Public Works Advisory Committee to provide Council direction on specific issues.

4.2 FINANCIAL INFORMATION

The City prepares and adopts budgets annually. The 2004–05 and 2005–06 Adopted Budget is the first time the City has prepared a two-year budget. This approach incorporates a longer-term planning perspective into the budgeting process. Each year the City updates the upcoming budget and develops



Public Facility Names	
1- Animal Shelter	9- Banning Senior Center
2- Banning City Hall	10- Banning Municipal Airport
3- Banning Community Center	11- Carpenter Hamilton Park
4- Municipal Pool	12- Dysart Park
5- County Fire Station No. 89	13- Lions Park
6- Banning Library	14- Pass Valley Park
7- Banning Police Station	15- Repplier Park
8- Police Station (Temporary)	16- Sylvan Park



LSA

Legend

- City of Banning Limits
- Unincorporated Areas
- Library
- City of Banning Sphere of Influence
- Animal Shelter
- Police Station
- Surrounding City Limits
- City Hall
- Senior Center
- Surrounding City Sphere of Influence
- Community Center/ Recreation Center
- Airport
- Fire Station (County)
- Parks and Recreation

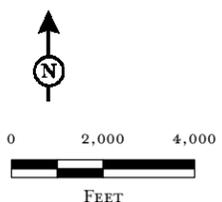


FIGURE 4.1

a budget for the following year. The budget process begins when the Finance Director provides each City department with guidelines for budget preparation. The policy direction from the City Manager for the FY 2004–05 and FY 2005–06 budget cycle was to maintain current service levels. Accordingly, City departments submitted a line-item expenditure request budget worksheet to the Finance Director. The City Manager reviews budget requests and holds meetings with department heads, revising the requests as appropriate. The City Manager then reviews and approves all information for inclusion in the preliminary budget.

The preliminary budget is presented to the City’s Budget Ad Hoc Committee, and a series of meetings are held in which each department makes a formal presentation to the Committee regarding any proposed changes in service levels, personnel, programs, or funding levels. The Committee’s recommendations are then incorporated into the document and forwarded to the full City Council for consideration.

The City Council holds one public study session to review the budget and to provide the public with opportunities to make comments and participate in the budgetary process. At this study session, the City Council can direct additional changes to the budget prior to adoption. The budget’s formal adoption occurs at a regular City Council meeting held on or before June 30.

As shown in Table 4.A, the City has had revenues that have been exceeding expenses. Similarly, the budget for FY 2005–06 is expected to result in revenues that exceed expenditures.

Table 4.A: City of Banning Summary of Total Revenues and Total Expenses

	2003	2004	2005
Total Expenses	\$43,280,000	\$44,790,000	\$59,371,205
Total Revenues	\$54,250,000	\$53,070,000	\$60,761,024
Net Revenues (Loss)	\$10,970,000	\$8,280,000	\$1,389,819

Source: Adopted Budget, FY 2004–05 and FY 2005–06, and City of Banning Financial Statements, June 30, 2004.

To finance some capital improvements, the City has incurred debt. The City’s total long-term debt, along with accrued employee benefits at the end of FY 2004 was \$11,222,056.

The City has established reserve policies for the General Fund, Water Fund, Electric Fund, Wastewater Fund, and Insurance Fund. The City will be updating the policies along with the 2006–07 budget. The proposed reserve policy is to maintain the following minimum reserves:

- Operating Fund: 10 percent of expected annual expenditures
- Electric: 10 percent of expected annual expenditures
- Water and Wastewater: 10 percent of expected annual expenditures
- Electric Rate Stability: 20 percent of expected annual expenditures
- Self Insurance: \$500,000

To mitigate the costs related to new development, the City levies the following Development Impact Fees:

- Police Facilities Development Fees
- Fire Facility Development Fees
- Traffic Control Facility Fees
- General Facilities Fees
- Park Development Fees

To ensure that fees and service rates are adequate to cover expenses, the City has policies to review all fees and rates for services every three years. Fees and rates are adjusted as necessary after considering inflation, processing time, expenses, and any other pertinent factors.

In an effort to avoid unnecessary costs, the City had adopted a Purchasing Policy. The Policy details purchasing authority and methods, including open market purchases and formal and informal bid procedures. Per the policy, department heads are authorized to make purchases less than \$1,000; the Finance Director has the authority to make purchases up to \$10,000; for purchases between \$10,000 and \$25,000, the City Manager's approval is required; and purchases in excess of \$25,000 are required to go through a formal bid process.

The City has adopted an investment policy with the objectives of safety, liquidity, availability, and yield. The policy requires invested funds be maintained with the Local Agency Investment Fund (LAIF) or in money market mutual funds. The Finance Director is required to report monthly to the City Council regarding the holdings, status, and earnings of the portfolio. The City's Investment Policy is reviewed annually at the start of each fiscal year.

To provide services at reduced costs, the City is a participant in joint ventures, which include:

- Southern California Public Power Authority, which is a joint venture with nine other public entities to plan, finance, develop, operate, and maintain electricity projects.
- Police Area Computer Joint Powers Association
- Allied Riverside Cities Narcotic Enforcement Team

Additional cost savings measures that the City utilizes include:

- Police department volunteers
- Police Department Office of Traffic Safety grants, to increase the City's traffic enforcement efforts

4.3 CITY GROWTH

As shown in Table 2.C, the City's population is projected by SCAG to grow approximately 2.6 percent annually, and the housing stock is projected to grow approximately 3.2 percent annually between 2010 and 2030. Based on the 2005 Department of Finance estimates for the City, this is

approximately 727 persons and 364 homes annually. The City's 2004–2005 budget notes that the City is expecting 250 building permits to be issued in 2004–2005 and 320 in 2005–2006. However, the City's General Plan notes that the number of permits in the past has been much higher, as noted in Table 4.B. If this trend in residential permits continues, the City's growth may exceed SCAG's projections.

Table 4.B: New Residential Construction in Banning (2000–2003)

2000	
Single-Family Residential	422 permits
2001	
Single-Family Residential	609 permits
2002	
Single-Family Residential	696 permits
Multifamily Residential	3 permits
2003	
Single-Family Residential	897 permits

The City's General Plan build out summary shows that at build out of the General Plan that was adopted on January 31, 2006, it is expected that 10,083.3 acres within the City would be vacant and that 5,290 acres within the SOI would be vacant. The General Plan also notes that lands available for residential development generally include infill development on the north side of the City and larger areas on the south side of the City. The General Plan also estimates that there were approximately 784 residents in the SOI in 2003 and projects the population to grow to 824 residents by 2008.

The City's commercial development has traditionally been focused on the Ramsey Street corridor. In more recent times, commercial development has also occurred on the east side of Highland Springs Avenue. The General Plan continues this development pattern and adds commercial opportunities along the north side of Lincoln Street, between Sunset Avenue and 8th Street.

4.4 LAW ENFORCEMENT SERVICES

The City of Banning Police Department has been providing law enforcement services since 1934. The City is currently providing services from a temporary facility located at 5261 West Wilson Street. The original location at 125 E. Ramsey Street is currently being demolished, and a new facility is being built on the same site.

The Police Department offers a variety of services such as field patrol, K-9, detective bureau, bicycle patrol, narcotics task force, gang officers, accident investigation team, motors, community-oriented policing, school resource officer, youth resource officer, and reserve officers.

In 2005, the Banning Police Department has a total of 35 sworn positions, of which three are grant positions, and 16 unsworn positions, for a total of 51 positions. The 35 sworn positions include the Chief of Police, 2 Commanders, 6 Sergeants, 6 Corporals, and 20 Officers.

The current level of law enforcement staffing in the City is 1.25 sworn officers per 1,000 residents, which is based on the State Department of Finance's 2005 population estimate for Banning (27,954). The City has historically maintained a goal of 1.8 police officers per 1,000 residents. The 2005 General Plan states that police staffing should be a ratio of at least 1.4 sworn officers per 1,000 residents. Therefore, the City is slightly below its staffing goal.

Within the Department there are numerous assignments such as:

- Detectives who are assigned to follow-up and investigate reports, arrests, and tips, which begin with the uniformed officer.
- Motor officers who are assigned to investigate traffic collisions, enforce traffic laws, conduct follow-ups on traffic-related crimes, and assist patrol when the need arises. The motor officers are also tasked with community education through various activities including bicycle rodeos, child safety fairs, and traffic.
- Banning Police Gang Team consisting of one corporal and two officers.
- Banning Community Services Officers, who are uniformed civilian employees that assist police officers with various nonhazardous duties such as police reports, missing persons reports, runaway juvenile reports, and noninjury traffic collision reports. Banning Community Services Officers are also trained as relief 911 Dispatchers and assist in the Property and Evidence Bureau when needed.
- Reserve Police Officers, who have duties similar to those of a full time police officer.

The Banning Police Department has utilized police K-9 teams for over 15 years, and it has become an integral part of patrol services. Currently the Banning Police Department has two full-time K-9 teams assigned to patrol.

Volunteer civilians provide extra patrol to the community and assist in clerical functions throughout the police department. Volunteers donate over 3,000 hours each year. Some of the ways citizen volunteers assist include:

- Conducting patrol and surveillance in assigned areas
- Reporting suspicious activity or criminal activity to the police dispatcher
- Monitoring City parks
- Working crime prevention events
- Working at the police station desk and substations
- Working traffic control when needed
- Assisting with crime scene management
- Photographing graffiti

In 2003, the Banning Police Department responded to approximately 28,852 calls for service. The Department responded to high priority calls within 3–7 minutes, depending on the time of day and traffic flow. Calls for service are prioritized when they are received. Priority calls are dispatched

before nonpriority calls. First priority calls are events in progress or threats to human life that have just occurred. Second priority calls are in progress or threats to property that have just occurred.

The Banning Police Department Communications Center is staffed with a total of seven public safety dispatchers. The dispatchers answer emergency and nonemergency calls for service. In addition, dispatchers answer after-hours emergency calls for animal control, electric, water, and street departments. The dispatchers are also responsible for sending appropriate assistance to citizens and tracking the activity of field units.

The City of Banning currently participates in narcotic investigations as a member of the Allied Riverside Cities Narcotic Enforcement Team. In 1994 the Team was established pursuant to an agreement by the police departments of Banning, Beaumont, Hemet, Perris, and San Jacinto; the Bureau of Narcotic Enforcement; and Riverside County Sheriff's Department. This Team is the primary narcotic investigative and enforcement unit in the pass area. The purpose of the task force is to pool the resources of the participating jurisdictions in order to address a region wide problem of narcotic violations and related crimes.

4.5 FIRE PROTECTION SERVICES

Fire protection services are provided by the City of Banning through a contract with the Riverside County Fire Department. The contract provides for various fire-related services, including emergency medical services, fire prevention, fire suppression, emergency medical services, disaster preparedness, fire safety inspections, hazardous materials tracing and enforcement, weed abatement inspections, volunteer firefighting training, and citywide disaster preparedness. There are currently two stations that serve the City of Banning, as shown in Table 4.C.

Table 4.C: Riverside County Fire Stations Serving the City of Banning

Station and Location	Equipment	Personnel
Station No. 89 172 North Murray Street Banning	1 Type 1 pump engine 1 rescue unit 1 utility unit 1 State Office of Emergency Service (OES) Type 1 engine	6 personnel, 2 of which are on duty at any one time
Station No. 20 1550 East 6th Street Beaumont	1 Type 1 pump engine 2 Type 3 wildland engines	5 personnel, 2 of which are on duty at any one time

Source: Riverside County Fire Department, December 2005.

The California Master Mutual Aid Agreement provides for the rapid, organized deployment of fire service resources to other jurisdictions. All jurisdictions in and around the MSR area are signatory to this agreement and would provide available resources to an incident occurring in the MSR area. In addition, the City's service contract for fire protection includes a Regional Fire Protection Program, which allows fire stations to actively support one another regardless of geographic or jurisdictional boundaries. When an emergency call is received, the station that is physically closest to the

emergency will respond, even if the emergency is located outside the station’s official “jurisdiction.” This provides for the most effective and efficient method of emergency response and allows for the shared use of specialized equipment and personnel between neighboring communities.

The City of Banning’s goal is to respond to emergency calls for service within five minutes or less, 95 percent of the time. Time is the critical component in fire/medical emergencies. All fire department calls, other than miscellaneous, are considered priority one calls. Table 4.D provides the number and type of service calls for the stations that serve the City. In total, there were 1,578 calls for service from Station No. 20 and 2,050 calls for service from Station 89 in FY 2004–05. Approximately 8 percent of the calls responded to by Station No. 20 were for fire and 79 percent of calls were for medical services. Approximately 15 percent of the calls responded to by Station 89 were for fire and 70 percent of calls were for medical services. Table 4.E has the response times for each of the stations serving Banning. The response times listed reflect the time from when the call was dispatched to when the department arrived on scene.

Table 4.D: Riverside County Fire Department Service Calls (Fiscal Year 2004–05)

Station No.	Fires	Medical Aid	Hazmat	Misc.	Total
20	122	1,241	3	212	1,578
89	297	1,432	5	316	2,050

Source: Riverside County Fire Department, December 2005.

Table 4.E: Fire Response Times

Fire Station No.	Response Time
89	4:13 minutes
20	4:24 minutes

Source: Riverside County Fire Department, June 2006.

Several additional fire stations are being planned. The new stations are planned to be located in the vicinity of the Banning Municipal Airport, in the southwest portion of the City, and north of the City near Banning Bench.

4.6 SOLID WASTE SERVICES

Solid waste service is provided by the City through a contract with Waste Management of the Inland Empire. The solid waste that is collected within the City of Banning is hauled to the following Class III landfills that accept construction/demolition waste, dead animals, and mixed municipal refuse. Additional detail regarding these facilities is located in Appendix A.

- Badlands Sanitary Landfill
- El Sobrante Landfill
- The Lamb Canyon Sanitary Landfill

- Mid-Valley Sanitary Landfill
- Puente Hills Landfill
- San Timoteo Sanitary Landfill
- Victorville Sanitary Landfill

In 2000, the City of Banning disposed of 20,135 tons of solid waste. The California Integrated Waste Management Board (CIWMB) shows that the solid waste disposal generation factor for the City is 2 pounds per resident per day and 12.0 pounds per employee per day.

Diversion rates are defined as the percentage of total solid waste that a jurisdiction diverted from being disposed in landfills through reduction, reuse, recycling programs, and composting programs. The California Public Resources Code (PRC 41780) requires all jurisdictions to achieve 50 percent solid waste diversion. Unfortunately the CIWMB Web site does not provide finalized diversion rates for the City of Banning; however, the diversion rate is expected to be below 50 percent.

Solid Waste Rates

Per the franchise agreement with Waste Management of the Inland Empire, the refuse collection rate can be adjusted annually based on the Consumer Price Index for the Los Angeles-Anaheim area, the increase/decrease of the collected tonnage of waste, or the increase/decrease of the tipping fee charged by the landfill operator. Due to these factors residential rates increased 4.7 percent and commercial rates increased 3.4 percent in 2005. The City has a flat rate for residential solid waste services. Commercial rates are based on the refuse bin size and by the number of pickups per week. Table 4.F provides Banning’s current solid waste rates.

Table 4.F: Monthly Solid Waste Rates

Service	Rate
Residential	\$14.16
Commercial and Industrial	\$16.40–124.86, depending on size of bin and number of pickups

4.7 STORM WATER DRAINAGE

Storm water drainage within the City of Banning is provided by both the City and the Riverside County Flood Control and Water Conservation District (RCFCWCD). The City provides local facilities, and the RCFCWCD is responsible for the management of regional drainage within and in the vicinity of Banning, including rivers, major streams and their tributaries, and areas of significant sheet flows.

The Draft Banning Master Drainage Plan, developed by RCFCWCD, includes many new facilities to accommodate future development. These include open channels, storm drains, box culverts, and

debris basins. Though not currently adopted, the Draft Master Drainage Plan is a working document used by both the City and RCFCWCD to determine the need for facilities in the region.

The following list summarizes the major flood control facilities in the City limits.

- **Highland Springs Channel:** The Highland Springs Channel follows the alignment of Highland Springs Avenue, north of I-10, just outside of the western boundary of the City. North of Wilson Street, to the base of the hills, this primarily consists of a concrete channel. South of Wilson Street, the channel consists of an enclosed reinforced concrete box to Interstate 10 (I-10). At this point, flows are conveyed into an open channel that parallels the north side of the freeway eastward for about 3,800 feet, where flows pass under the freeway through a reinforced concrete box culvert and enter the natural tributary channel of Smith Creek. There are two smaller tributary storm drains, one along Wilson Street and one along Ramsey Street, that connect to this system just west of the freeway box culvert.
- **Smith Creek Channel:** Smith Creek Channel is predominantly still in its natural state, although intermittent channel modifications have been completed between Wilson Street and I-10. There are channel modifications and a debris basin planned for the undeveloped portion of the Smith Creek alluvial fan area north of Wilson Street. In the southern part of the City, future storm drains are planned for Hargrave and Hathaway Streets, from which flows will exit into Smith Creek. There are two small segments of the Smith Creek natural channel along the southern edge of the City that have been somewhat modified for bank protection. However, they still consist of open unlined channels.
- **West Pershing Channel:** West Pershing Channel is 5 feet wide by 5 feet deep and follows the alignment of Highland Home Road for about 1,500 north of Wilson Street; it will be extended northward to the base of the hills in the future. At Wilson Street, a reinforced concrete box culvert conveys flows. South of Wilson Street, the open channel continues southeastward to Ramsey Street. In the future, this line will be extended by culverts beneath the freeway and the railroad tracks. South of I-10, the Pershing Creek channel remains in a natural state.
- **East Pershing Channel:** The East Pershing Channel extends southward from the Mountain Reservoir site to where it merges with the West Pershing Channel just north of Ramsey Street. This improvement consists of 72-inch reinforced concrete pipe and is currently under construction.
- **Montgomery Creek Channel:** Montgomery Creek Channel extends from Sunset Avenue southeastward to Ramsey Street. It consists of an open concrete channel, which varies from 5 to 6 feet deep and 3 to 10 feet wide. Several smaller tributary storm drains occur in this reach. At the northern end of the channel, planned improvements include a debris basis and a small tributary storm drain along Nicolet Street. At Ramsey Street, flows enter a 10-foot wide by 6-foot high box culvert and exit into the natural channel south of the railroad tracks. Montgomery Creek is in a natural state between this point and its confluence with Smith Creek.
- **Gilman Home Channel:** Gilman Home Channel extends from George Street southeastward to I-10. This portion consists of an open concrete channel and storm drain. At the I-10, it merges with the Indian Canyon Channel. It continues southward as an open channel to Westward Avenue, where flows enter an unlined channel that ultimately empties into Smith Creek. Along Ramsey, Williams, and Nicolet Streets are smaller tributary storm drains. There are additional storm drains planned for 8th and Gilman Streets in the future. Gilman Home Channel splits into

two branches north of George Street. East Gilman Home consists of a concrete channel that extends northward to a debris basin at the base of the hills. West Gilman Home Channel has also been improved, consisting of a concrete channel.

- **Indian Canyon Channel:** This channel is concrete-lined. It extends from the base of the hills, where a debris basin has been constructed, and continues southeasterly. Indian Canyon
- Channel joins the Gilman Home Channel at I-10.
- **Ramsey Street Storm Drain:** The Ramsey Street Storm Drain, which extends from Wilson Street southeast to Ramsey Street, continues eastward along Ramsey Street for about 3,500 feet to I-10. Flows passing from north to south beneath I-10 through a box culvert exit into an unimproved channel that runs north of the airport and ultimately joins the San Gorgonio River floodplain to the east. There are two future tributary lines proposed for the Ramsey Street Storm Drain, one along Hargrave Street and one along Hathaway and George Streets, both north of I-10.
- **San Gorgonio Avenue Storm Drain:** This storm drain is located along San Gorgonio Avenue, between the railroad tracks and Smith Creek. The line consists of reinforced concrete pipe ranging in size from 33 to 42 inches.
- **Banning Levee:** The Banning Levee was constructed along the south side of the San Gorgonio River, about 900 feet north of the intersection of Banning Canyon Road and Summit Drive. It consists of 700 lineal feet of rock and wire mesh.
- **Other Structures:** There is a 600-foot-long storm drain along Sunset Avenue, beneath I-10 and the railroad tracks. Additionally, numerous other culverts exist beneath the freeway, most consisting of 18- to 30-inch reinforced concrete pipe.

Current Flood Emergency Management Agency Flood Rate Maps indicate that additional flood protection and storm water drainage is needed, especially as more open space is developed.

4.8 ROADWAYS AND CIRCULATION

The City of Banning is situated along I-10, which runs east to west through the City and divides it into two. The City's arterial roadway network is built along a modified grid system with a primarily east-west orientation. Major east-west roadways in the City include Ramsey Street, Wilson Street, and Lincoln Street. Major north-south roadways include Highland Springs Avenue and Highland Home Road.

The City's policy is to maintain a minimum of Level of Service (LOS) C on City streets, except at freeway interchanges, where a LOS D is considered acceptable. The traffic study that was prepared for the City's recent General Plan found that all intersections studied currently operate at LOS C or better, with two exceptions. These are 8th Street/I-10 eastbound ramps, which operates at LOS F during the morning peak hour, and Fields Road/I-10 westbound ramps, which operates at LOS E during the evening peak hour.

At build out of the General Plan the General Plan EIR expects all intersections to operate at LOS C or better for nonfreeway ramp intersections. Further, 16 (69.6 percent) of the intersections are expected to operate at LOS D or better for freeway ramps. The exceptions are as follows:

- Highland Springs Avenue/Ramsey Street, which is expected to operate at LOS D during the evening peak hour
- Sunset Avenue/Ramsey Street, which is expected to operate at LOS D during the evening peak hour
- 8th Street/Ramsey Street, which is expected to operate at LOS D during the evening peak hour
- 8th Street/I-10 westbound ramps, which is expected to operate at LOS E during the evening peak hour
- 8th Street/I-10 eastbound ramps, which is expected to operate at LOS F during the evening peak hour
- Hargrave Street/I-10 westbound ramps, which is expected to operate at LOS F during the evening peak hour
- Hargrave Street/I-10 eastbound ramps, which is expected to operate at LOS F during the evening peak hour

Regarding street LOS, projected traffic data for build out of the General Plan indicate that Ramsey Street would operate at LOS D at its intersections with Highland Springs, Sunset Avenue, 8th Street, and Hargrave Street unless improvements are constructed. Improvements necessary to attain LOS C include:

- Highland Springs Avenue/Ramsey Street: expansion from three to four northbound and southbound through lanes
- Sunset Avenue/Ramsey Street: expansion from two to three northbound and southbound through lanes
- 8th Street/Ramsey Street: expansion from two to three northbound and westbound through lanes
Hargrave Street/Ramsey Street: expansion from two to three northbound, eastbound, and westbound through lanes, and expansion from two to three northbound left turn lanes

Some of these improvements would involve modifications to Ramsey Street and some to the respective cross streets. The City has stated that LOS D does not represent a significant degradation in traffic flow and that lowering of the City's requirement for Ramsey Street from LOS C to LOS D will not result in a significant negative effect.

The City does not have a Pavement Management Plan. Due to this, the MSR is unable to provide information regarding the existing roadway conditions within the City. The City has stated that it tracks pavement maintenance needs through the City's CIP.

Transit Services

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

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

In May 2002, the Banning City Council approved the Pass Area Transit Plan. The Transit Plan establishes two independent transit systems, the Banning Municipal Transit System and the Beaumont Municipal Transit System. The Plan provides for coordinated services within the Cities of Banning and Beaumont, the unincorporated areas of Cabazon and Cherry Valley, and the commercial area of the Morongo Band of Mission Indians Reservation. The Plan provides fixed route and Dial-A-Ride services.

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

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

Banning Municipal Airport

The Banning Municipal Airport is a general aviation airport located at 600 South Hathaway Street, adjacent to the Southern Pacific Railroad and I-10. The airport is administered by the City. The facility includes 65 hangars and 32 tie-downs, with a 5,200-foot runway. The airport is capable of accommodating most private single-engine and corporate jet aircraft, as well as helicopters. It averages approximately 10 to 15 takeoffs and landings daily and about 12,000 operations per year. Air traffic is primarily comprised of private, two-engine fixed-wing aircraft. There is no control tower at the airport; thus, all operations operate under Visual Flight Rules. Unicom service is provided from 8:00 a.m. to 5:00 p.m. every day. Fueling service is also available. An approximately \$750,000 improvement asphalt overlay project is planned and will be funded from Federal Aviation Administration grant funds.

4.9 PARK AND RECREATION SERVICES

The City of Banning currently provides seven park facilities providing 66.9 acres of parkland. These facilities are listed in Table 4.G.

Table 4.G: City of Banning Existing Park Facilities

Park	Amenities	Acreage
Replier Park 200 block of West George Street	Playground, swings, softball field; two tennis courts; picnic shelter; picnic and barbeque areas, an outdoor amphitheatre; passive turf; parking	13.6
Sylvan Park 2300 block of West Nicolet Street	Playground area; picnic facilities; outdoor basketball courts; open play area; restrooms; softball field; tot lot; landscape area	7.8
Lion's Park 400 block of East Charles Street	Three baseball/softball fields; restrooms; concession stand; picnic facilities; playground area; open play; parking; landscape areas	16.7
Roosevelt Williams 100 block of West George Street	Playground areas; picnic facilities; restrooms; basketball courts; jogging courses; open play areas	5.5
Carpenter-Hamilton Mini Park San Gorgonio and Ramsey Street	Benches; fountain	0.2
Dysart Park 2101 West Victory Avenue	Lighted equestrian arena, warm-up arena, two-story announcer's booth; modular administrative building, restrooms and vendors' pads with electrical hook ups; also includes turfed open space, limited lighting; grading parking area; RV camping site	20
Richard Sanchez Mountain Avenue and Cypress Street	Playground, swings, two half-court basketball courts, picnic and barbeque areas, turfed open space areas	3.1
Total		66.9

The Banning Community Center and Banning Senior Center are located at Replier Park. The Banning Senior Center offers a wide variety of leisure and social services to senior citizens. The Community Center includes: a gym/community room, basketball court, meeting rooms, and commercial-grade kitchen facilities.

Replier Park is also the site of the Banning Municipal Pool Complex. The pool is utilized by Banning and Beaumont High School swim teams and other private swim teams, and is used for other community events throughout the year. The City is planning to construct a skate park at Replier Park. The facility will be approximately 10,000 square feet.

The Riverside County Regional Park and Open Space District also provides one park that is in proximity to the City, as listed in Table 4.H.

Table 4.H: Riverside County Park Facilities

Park	Facilities	Acres
Gilman Ranch Museum Wilson and 16th Street	Interpretive historical museum encompassing a wagon museum and blacksmith shop	126

The City’s Parks Master Plan established an acreage/population standard for parkland within the planning area of 5 acres per 1,000 population. As shown in Table 4.G, the City currently provides 66.9 acres of developed parks. Based on the State Department of Finance 2005 population estimate for the City (27,954), Banning is currently providing 2.39 acres per 1,000 residents, which is below the City’s standard. However, the City has several planned park facilities, which are detailed as follows:

- Neighborhood Park:** This unnamed neighborhood park site is located along the south side of Lincoln Street west of 22nd Street and will be adjacent to a future Banning Unified School District school. No timetable has been set for development of this 7.5± acre site; however, it is expected to include both active and passive recreational facilities.
- Smith Creek Park:** The 150± acre Smith Creek Park site is located at the eastern terminus of Porter Road north and south of Smith Creek. Currently, there is no timetable set for development of this site. If developed according to the existing plan, the park will include equestrian facilities, including trails, stables, trailer parking, grandstand, a riding ring, storage pen, and locker facilities. Other areas of the site will feature a fishing lake, dock, swimming lagoon with water slides, a community center, picnic and RV camping facilities, amphitheater, tennis courts, clubhouse, driving range, and swimming pool.

The City currently does not have or implement a Quimby Ordinance for the acquisition of parkland. However, the City does have a Parkland Development Fee, which is imposed on development projects in the City. Implementation of a Quimby Ordinance would be beneficial for the City because it can be implemented separately from a Parkland Development Fee.

Recreation

The City provides a variety of recreation programs, including activities for children and youth, adult sports, and classes geared towards the general public, many of which are offered at the Banning Community Center and City parks. Aquatic activities and facilities are offered at the Banning Municipal Pool. Senior citizen services and programs are offered through the Banning Senior Center. Table 4.I lists the types of recreation programs that are provided by the City.

Table 4.I: Types of Recreation Programs Offered by the City of Banning

Aquatics	Youth Sports Leagues	Adult Sports Leagues
After-school child care	Youth day camps	Arts and Crafts
Lifeguard training	Tot time	Dance

4.10 LIBRARY SERVICES

Library services within and around the City of Banning are provided by the Banning Library District. The District and its services are detailed in Section 13.0 of this MSR.

4.11 ANIMAL CONTROL SERVICES

The City provides animal control services through a service contract with California Animal Care. California Animal Care enforces all municipal codes and State regulations pertaining to the care, protection, and control of animals. Animal control investigates reports of animal abuse, animal bites, and all complaints involving pet shops, leash law enforcement, and stray animal control services. In addition, the service provides licensing, adoption, all field services, and all shelter services. The animal shelter that serves the City is located at 2242 East Charles Street within the City.

4.12 ELECTRICITY SERVICES

The City of Banning provides electric services and facilities. The City is a participant in and contracts with the Southern California Public Power Authority for most of the City's power needs. The Authority is a joint venture that includes nine other public entities for the purpose of planning, financing, developing, acquiring, constructing, operating, and maintaining projects for the generation or transmission of electric energy. The Board of Directors of the Southern California Public Power Authority consists of one member from each participating agency. The City is a 1 percent participant in the Southern California Public Power Authority and has a binding obligation to purchase 1 percent of the net energy generation of the project.

The Southern California Public Power Authority acquires energy from out-of-State sources. Electricity is conveyed to the City through a series of transmission lines, including several owned by Southern California Edison. Edison delivers power to the City via 115 kilovolt (kV) transmission lines to a substation located on East Ramsey Street. From the East Ramsey Street substation, power is transmitted by one 33 kV transmission line to five distribution stations owned and operated by the City, which in turn distribute power through 4 kV and 12 kV distribution systems. Within the City system, high voltage transmission lines deliver power to a substation where power is stepped down and distributed through lower voltage lines. Individual homes and businesses then receive power through a final transformer, which brings voltages down to safer and more useful levels. The City's current electricity rates are listed in Table 4.J.

Table 4.J: City of Banning Electricity Rates

Standard Residential Service	Rate
Customer charge	\$3.00
Baseline service/all kilowatt hours (KWh), per kWh	\$0.0983
Non-baseline service/all kWh, per kWh	\$0.1505
General/Industrial Service	
Customer charge	\$9.00
Demand charge (added to customer charge: all kW of billing demand, per kW)	\$9.18
Energy charge (added to demand charge: all kWh, per kWh)	\$0.1005