

# SUNSET CROSSROADS SPECIFIC PLAN



SPECIFIC PLAN NO. 20-20000002

CITY OF BANNING

CHANGED PAGES | SEPTEMBER 2024

Table 1-1 LAND USE SUMMARY

PA	LAND USE DESIGNATION	ACRES
1	GENERAL COMMERCIAL	<b>47.9</b>
2	INDUSTRIAL	33.8
3	INDUSTRIAL	7.8
4	INDUSTRIAL	194.3
5	INDUSTRIAL	66.3
6	INDUSTRIAL	28.1
7	INDUSTRIAL	25.8
8	INDUSTRIAL	16.2
9	INDUSTRIAL	3.3
10	INDUSTRIAL	16.4
	<b>INDUSTRIAL SUBTOTAL</b>	<b>392.0</b>
	<b>DEVELOPMENT TOTAL</b>	<b>439.9</b>
11	OPEN SPACE - PARKS	<b>12.6</b>
12	OPEN SPACE - RESOURCE	12.5
13	OPEN SPACE - RESOURCE	7.5
14	OPEN SPACE - RESOURCE	7.1
15	OPEN SPACE - RESOURCE	6.0
16	OPEN SPACE - RESOURCE	4.8
17	OPEN SPACE - RESOURCE	4.1
18	OPEN SPACE - RESOURCE	3.3
19	OPEN SPACE - RESOURCE	7.7
	<b>OPEN SPACE - RESOURCE SUBTOTAL</b>	<b>53.0</b>
	CIRCULATION	<b>28.3</b>
	<b>PROJECT TOTAL</b>	<b>533.8</b>

**Note:** Acreage North of the SLB Extension = 280.1 AC, and South of the SLB Extension = 253.7 AC SLB Extension Easement = approximately 21 AC

The SUNSET CROSSROADS Specific Plan guides development by establishing the distribution, location and extent of the uses of land, including open space, within the area covered by the plan. Land Use Designations (Chapter 2, Development Plan), Infrastructure Plans (Chapter 2, Development Plan), [Development Standards \(Chapter 3\)](#), Design Guidelines (Chapter 4), and Implementation Regulations (Chapter 5, Implementation Plan) **and** address permitted uses, building placement, architectural style, landscaping materials and other design and development elements. These design elements create visual interest, unity, and thematic consistency through the use of complementary exterior building materials, colors, wall and façade treatments. In addition, a conceptual landscaping program for the entire SUNSET CROSSROADS Specific Plan ties together the hardscape and softscape elements of the built environment to create a cohesive visual theme which blends this employment and entertainment center into the Banning community. The project design features contemporary architecture, lighting and signage, combined with architectural elevations and a variety of uses intended to ensure that the SUNSET CROSSROADS Specific Plan contributes to the long-term prosperity of the City of Banning.

Specific Plan circulation and infrastructure improvements are in conformance with the City's General Plan and the plans of local utility purveyors. Local access and connection to the regional transportation network is provided via Sunset Avenue, to the east of the project site. In addition to roads, master-planned on-site infrastructure improvements include potable water, wastewater, reclaimed water lines, and stormwater management, including water quality management/ flood control systems. Additionally, land has been allocated in PA 3, 7, and 12 for the development of municipal facilities, to be constructed by the City of Banning (a Reverse Osmosis Facility, Fire Station site, Potable

opportunities for City residents. For local residents, employment opportunities close to home mean reduced or eliminated commutes, and an improved quality of life. The high-quality design of SUNSET CROSSROADS includes amenities for employees and visitors, such as parks, recreation-based businesses, a sidewalk system, and outdoor gathering areas.

This SUNSET CROSSROADS Specific Plan includes a detailed Circulation Plan organized to ensure efficient access to individual tenant, open space, and “back of house” areas. Direct access from the I-10 to the Specific Plan circulation system is provided via Sunset Avenue. Lincoln Street provides access to the commercial area and Industrial uses within Planning Area 7. Future Sun Lakes Boulevard Extension (SLB Extension) and Bobcat Road provide access to the Industrial uses. Highland Home Road along the Specific Plan’s western boundary provides connection to the SLB Extension and secondary access to Planning Area 7.

The three natural drainage courses, Smith Creek, Pershing Creek, and Highland Wash, totaling 40.5 acres which traverse the SUNSET CROSSROADS Specific Plan site from northwest to southeast (Planning Areas 13 through 19), are designated Open Space – Resource and will remain undisturbed except for required road and infrastructure crossings. In addition, the 12.5 acres of Open Space – Resource in Planning Area 12 and the 12.6 acres of Open Space – Parks in Planning Area 11, combined with the right of way of Highland Home Road buffers the site’s industrial development from the Sun Lakes community to the west. Planning Area 11 is designated Open Space-Parks and includes a 5.0-acre public park developed with a tot-lot, picnic tables, restrooms and walking trails, while the remainder of the 12.6-acre site is reserved for Open Space and trails. Planning Area 12 establishes 12.5 acres designated Open Space – Resource, which may include a 2.3-acre Reverse Osmosis Facility Site, Fire Station Site, and pedestrian trails. Additionally, to reduce the effect of its industrial uses on the existing residential community to the west, a minimum 100-foot-wide open space buffer is required between industrial buildings in PA 7 and the western project boundary. The City may construct an electrical substation at the northwest corner of PA 7, which would be exempt from the 100-foot setback requirement.

The physical arrangement of Land uses, acreages, Planning Areas and the major roadways within the SUNSET CROSSROADS Specific Plan are depicted in the SUNSET CROSSROADS Land Use Plan (Figure 2-1, *Land Use Plan*). Table 2-1, *Land Use Statistical Summary*, lists each Planning Area by land use type on the Land Use Plan and provides the General Plan Land Use Designation and acreage for each Planning Area and the overall Maximum Building Square Footage for each General Plan Land Use Designation. Refer to Chapter 3, *Development Standards*, and the Infrastructure Improvement Standards in Chapter 2 for the Specific Plan Land Use and Implementation Regulations applicable to each Planning Area. Project Implementation information is contained in Chapter 5, *Implementation Plan*.

The Implementation Regulations and Design Guidelines set forth in this Specific Plan require buildings in Planning Area 1 to be arranged and designed in a contemporary, pedestrian friendly manner, so that the buildings are inviting and softened by pedestrian scale components and landscape design.

#### 2.1.4. INDUSTRIAL (LI) – 392.0 ACRES

Planning Areas 2 through 10 provide for development of a Maximum Building Square Footage of 5,450,000 square feet of industrial land uses within approximately 392.0 acres within. The acreages for Planning Areas 2 through 10 are provided on Table 2-1, *Land Use Plan Statistical Summary*. The Specific Plan will take advantage of its proximity to the Sunset Avenue interchange at I-10 to facilitate the development of warehousing, distribution, manufacturing and other industrial uses such as general light industrial, manufacturing, parcel hub, warehouse/storage, truck/trailer parking and storage, RV storage, high cube warehouse, cold storage, cold storage warehouse, fulfillment center, and e-commerce operations. To accommodate future tenants, the Specific Plan allows the size of individual buildings to vary within an established range (increasing or decreasing by up to 20%) however, the overall square footage of buildings in the industrial Planning Areas are capped at 5.545 million square feet. Direct access to the proposed industrial uses is provided from Sunset Avenue via Lincoln Street and a variety of internal driveways, Highland Home Road, the SLB Extension, and Bobcat Road (upon completion of the Future Sunset Avenue Bridge). Bobcat Road may be required for secondary access or fire access at earlier project phases.

The Industrial building sites within the Development Project may include outdoor employee break areas with tables affixed to the ground to provide employees with a location to eat, gather, and enjoy being outside. Shading of these areas may be achieved through a combination of shade trees, umbrellas, or man-made shade structures. Other recreational amenities within the Industrial areas may include pedestrian walkways, seating areas, overhead structures, and open space areas. Development of the Industrial Planning Areas shall be subject to the applicable Infrastructure Improvement Standards, Development Standards and Planning Area Standards set forth in the Specific Plan.

Because the buildings in the industrial areas of the Development Site will be leased to third parties, it is not possible to specifically define the uses at this time and therefore the Specific Plan provides for a range of allowable uses. Therefore, while the uses described above may be developed under the Specific Plan, the Specific Plan does not require these uses to be implemented and any of the industrial land uses listed in Table 3-1 are consistent with the Specific Plan and allowed uses so long as the City determines either that such uses do not increase the project's environmental impacts evaluated in the Sunset Crossroads Specific Plan EIR (or in additional supplemental environmental analysis previously performed by the City) or the City performs supplemental analysis as required by CEQA. The full list of Permitted, Conditionally Permitted, Ancillary, and Prohibited Uses in Planning Areas 2-10 are provided in Chapter 3, Development Standards, of the Specific Plan.

#### 2.1.5. PUBLIC FACILITIES

SUNSET CROSSROADS provides location for a 1.0-acre Electrical Substation Site in the northwest corner of Planning Area 7, a 2.3-acre Reverse Osmosis Facility Site [and Future Fire Station Site](#) in Planning Area 12, and a Potable Water Reservoir Site in Planning Area 3.

#### 2.1.6. PLANNING AREA 11 OPEN SPACE-PARKS (OS-P) – 12.6 ACRES

Planning Area 11 designates 12.6 acres of Open Space-Parks located at the northeast corner of Highland Home Road and the SLB Extension, including a 5.0-acre passive public park, with the remainder of the 12.6-acre site is reserved for Open Space and trails. As illustrated on Figure 4-4, *Conceptual Park Plan (PA 11)*, the park may provide recreational amenities including, but not limited to a tot lot playground, picnic tables, walking paths, parking, and restrooms, parking lot and security lighting. Open field areas are provided next to the playground and picnic tables, along with a looped walking path which winds through the recreational area surrounded by trees and landscaping.

**2.1.7. PLANNING AREA 12 OPEN SPACE-RESOURCE (OS-R) – 12.5 ACRES**

Approximately 12.5 acres of the site (Planning Area 12) are reserved for passive open space uses which may include trails. Planning Area 12 may also include a 2.3-acre Reverse Osmosis Facility Site and a Future Fire Station Site. No other development is permitted in Planning Area 12.

**2.1.8. PLANNING AREAS 13-19 OPEN SPACE-RESOURCE (OS-R) – 40.5 ACRES**

Approximately 40.5 acres of the site (Planning Areas 13 through 19) contain three (3) existing natural drainage watercourses, Smith Creek, Pershing Creek, and Highland Wash, which traverse the Specific Plan in a northwesterly to southeasterly direction. To preserve these areas, they are designated Open Space – Resource and no development or land uses are permitted, except those activities required to cross these areas with roads (Lincoln Street, Highland Home Road) and utilities.

**2.2. CIRCULATION PLAN**

The SUNSET CROSSROADS Circulation Plan provides direct, safe, and convenient access for visitors, employees, and goods to and from the Specific Plan through a safe and efficient network of roadways.

The project is situated in close proximity to the regional transportation network which connects the site to the Ports of Long Beach and Los Angeles, both major gateways for international trade, the Inland Empire and Coachella Valley, and the Western United States. As illustrated on Figure 2-2, *Conceptual Circulation Plan*, regional access to SUNSET CROSSROADS is provided via I-10 from the Sunset Avenue interchange located approximately  $\frac{1}{4}$  mile to the northeast of the Specific Plan. The site is approximately 3.5 miles east of the junction of CA-60 Freeway and Interstate 10 and approximately 22 miles east of Interstate 215. Primary local access to the SUNSET CROSSROADS Specific Plan from the north and south is provided via Sunset Avenue which forms the site's eastern boundary. Additional access is provided by Bobcat Road which forms the site's southern boundary and from Highland Home Road, which forms the site's western boundary.

Sunset Avenue will provide access to the entire site via Lincoln Street and the SLB Extension. Access to Planning Area 1 is provided by Lincoln Street. Direct access to Planning Areas, 2, 3, and 4 is provided by Sunset Avenue. Access to Planning Areas 6, and 7 is provided from the south by Lincoln Street. Access to Planning Areas 2, 5, and 8 is provided from the north by Lincoln Street and by the SLB Extension to the south. Planning Areas 9 and 10 have access from the SLB Extension. Planning Areas 11 and 12 are accessible from the SLB Extension. Access to Planning Area 4 relies on the combination of Sunset Avenue (south of PA 15) and Bobcat Road, or the combination of Sun Lakes Boulevard Extension and Bobcat Road to achieve the required two points of access, and may not be developable until two points of access are available. The land within SLB Extension is subject to an existing or future right of way easement in favor of the City and will become City right-of-way upon Annexation of the southern portion of the site into the City, and is excluded from the Specific Plan regulations (Not A Part). The SLB Extension will incorporate the current right-of-way of Westward Avenue. Construction of the SLB Extension is under the control of the City and could be constructed by the City or by third parties designated by the City as a separate project.

**1. Sunset Avenue (Interstate 10 to the SLB Extension Lincoln Street) – Arterial Highway (110' ROW)**

As depicted on Figure 2-2, *Conceptual Circulation Plan*, the primary access point for SUNSET CROSSROADS is Sunset Avenue, which connects the site to the regional transportation network. The segment of Sunset Avenue between Interstate 10 and the SLB Extension is designated by the City General Plan as an Arterial Highway (110' ROW) and forms the project's eastern boundary. As shown in Figure 2-3, *Conceptual Roadway Cross-Sections*, the 110-foot of right of way comprising Sunset Avenue consists of 68 feet of paving, an 18-foot-wide center raised or painted median, with a 4-foot-wide curb-adjacent landscaped parkway and 8-foot-wide parkway-adjacent Class 1 bikeway parkway-adjacent sidewalk on one the west side of the street, and an 8-foot-wide curb-adjacent sidewalk and 4-foot-wide landscaped parkway on the other east side of the street. An eight-foot-wide Class II bike lane is provided on both sides of the paving, adjacent to the curb. As a result of the westward shift in alignment of Sunset Avenue between Lincoln Street and SLB Extension, the alignment in this location will also shift to the west from the existing centerline. The Specific Plan and future applications submitted within this Specific Plan will dedicate right of way as needed to create a 110 foot ROW and the project will construct the western half width, full median, plus 10' improvements along the project frontage to this segment of Sunset Avenue.

**2. Sunset Avenue (Lincoln Street to SLB Extension) – Modified Secondary Highway (110' ROW)**

As depicted on Figure 2-2, *Conceptual Circulation Plan*, the segment of Sunset Avenue between Lincoln Street and the SLB Extension is designated as a Modified Secondary Highway (110' ROW). As shown in Figure 2-3, *Conceptual Roadway Cross-Sections*, the 110-foot of right of way comprising Sunset Avenue consists of 68 feet of paving, an 18-foot-wide center raised or painted median, with a 4-foot-wide landscaped parkway and 8-foot-wide parkway-adjacent sidewalk on the west side of the street, and a 4-foot-wide parkway and 8-foot-wide parkway-adjacent sidewalk on the east side of the street. An eight-foot-wide Class II bike lane is provided on both sides of the paving, adjacent to the curb. To address traffic noise impacts along Sunset Avenue, the alignment of this portion of Sunset Avenue is shifted to the west from its previously proposed location to provide additional distance from sensitive receptors east of Sunset Avenue. More specifically, the centerline of Sunset Avenue between Lincoln Street and Sun Lakes Boulevard would be adjusted 42 feet to the west from the existing centerline with implementation of the Development Project, new centerline being 72 ft from the nearest residential property line and 115 ft from the school at the MSJC Site. The resulting 17 feet of excess right of way to the east may be landscaped.

**2.3. Sunset Avenue (SLB Extension to Bobcat Road) – Secondary Highway (88' ROW)**

As depicted on Figure 2-2, *Conceptual Circulation Plan*, the segment of Sunset Avenue between the SLB Extension and Bobcat Road is designated by the City General Plan as a Secondary Highway (88' ROW). As shown in Figure 2-3, *Conceptual Roadway Cross-Sections*, the 88-foot of right of way comprising Sunset Avenue consists of 64 feet of paving with a 4-foot-wide curb-adjacent landscaped parkway and 8-foot-wide parkway-adjacent Class 1 bikeway sidewalk provided on both sides of the street. As a result of the westward shift in alignment of Sunset Avenue between Lincoln Street and SLB Extension, the alignment in this location will also shift to the west from the existing centerline. The Specific Plan and future applications submitted within this Specific Plan will dedicate and if not previously constructed, construct the western half width plus 10' improvements to this segment of Sunset Avenue along the project frontage south of the SLB Extension.

**3.4. Bobcat Road – Divided Collector Street (78' ROW)**

As depicted on Figure 2-2, *Conceptual Circulation Plan*, Bobcat Road is designated as a Divided Collector Street (78' ROW) and forms the project's southern boundary along the south side of Planning Area 4. As shown in Figure 2-3, *Conceptual Roadway Cross-Sections*, the 78-foot of right of way comprising Bobcat Road consists of 56 feet of paving including a Class 3 bikeway on each side, with a 6-foot-wide landscaped parkway and a 5-foot-wide parkway-adjacent

1. Cold storage equipment previously allowed on industrial building rooftops will be shielded or relocated to the ground floor; and
2. Construction of 10 ft high “wing walls” on the south end of warehouse buildings in Planning Area 4, and 6 ft high walls that surround the automobile parking lots south of warehouse buildings in Planning Area 4 as depicted in the SoundPLAN printouts in Attachment A to the Supplemental Noise Analysis (Final EIR, Appendix I-2, Attachment A).

#### 5. Lincoln Street – Divided Collector Street (78' ROW)

As depicted on Figure 2-2, *Conceptual Circulation Plan*, Lincoln Street is designated as a Divided Collector Street (78' ROW) within the project, providing access to the project site from Sunset Avenue. As shown in Figure 2-3, *Conceptual Roadway Cross-Sections*, the 78-foot of right of way comprising Lincoln Street consists of 56 feet of paving with a 6-foot-wide landscaped parkway and 5-foot-wide parkway-adjacent sidewalk on the south side of the street and a 6-foot-wide curb-adjacent sidewalk and 5-foot-wide landscaped parkway on the north side of the street. An eight-foot-wide Class II bike lane is provided on both sides of the paving, adjacent to the curb. The Specific Plan and future applications submitted within this Specific Plan will construct full-width improvements along the length of Lincoln Street on the project site. Lincoln Street will cross two existing natural drain courses via box culverts to be constructed by the project and maintained by the City. In Planning Area 7, a 24'-wide Secondary Access Connection will link Lincoln Street to Highland Home Road via a private roadway.

#### 6. Highland Home Road (north of Lincoln StreetSLB Extension) – Modified Secondary Highway (66' ROW)

As depicted on Figure 2-2, *Conceptual Circulation Plan*, the segment of Highland Home Road north of the SLB Extension Lincoln Street is designated as a Modified Secondary Highway (66' ROW) within the project. Highland Home Road forms a portion of the Specific Plan's western boundary. As shown in Figure 2-3, *Conceptual Roadway Cross-Sections*, Highland Home Road consists of a 66-foot of right of way within a 110-foot dedication. The Specific Plan and future applications submitted within this Specific Plan will dedicate the full 110-foot width of Highland Home Road as from the existing eastern property boundary of the Sun Lakes community. The Specific Plan will construct the full width (66 feet) the western half of Highland Home Road with a 5-foot-wide curb-adjacent sidewalk, a 6-foot-wide landscaped parkway, and 44 feet of paving along the western boundary of the right of way, from the SLB Extension the Lincoln Street to Planning Area 7, where it will terminate in a cul-de-sac and provide secondary access to Planning Area 7 via a 24' wide Secondary Access Connection.

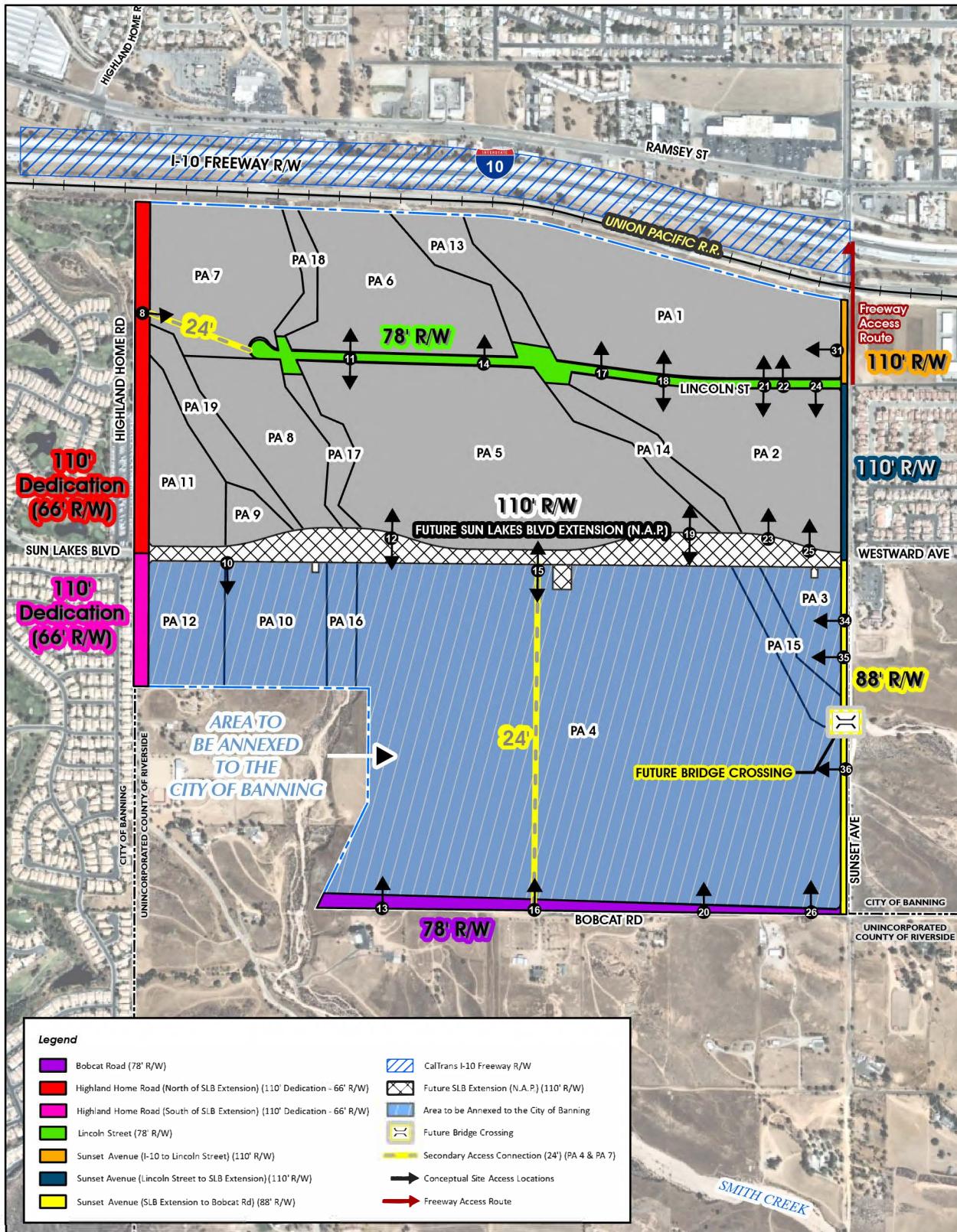
#### 7. Highland Home Road (south of Lincoln StreetSLB Extension) – Modified Collector Street (66' ROW)

As depicted on Figure 2-2, *Conceptual Circulation Plan*, the segment of Highland Home Road south of the SLB Extension Lincoln Street is designated as a Modified Collector Street (66' ROW) within the project. Highland Home Road forms a portion of the Specific Plan's western boundary. As shown in Figure 2-3, *Conceptual Roadway Cross-Sections*, Highland Home Road consists of a 66-foot right of way within a 110-foot dedication. The Specific Plan and future applications submitted within this Specific Plan will dedicate the full 110-foot width of Highland Home Road from the existing eastern property boundary of the Sun Lakes community. The Specific Plan will construct the remaining half-width (33 feet) of Highland Home Road 22 feet of paving including a 5-foot Class III bikeway, a 6-foot-wide curb-adjacent sidewalk, and a 5-foot-wide landscaped parkway to complete the road section based on existing curb location adjacent to the Sun Lakes Community, from the southwest corner of PA 12 to the SLB Extension Lincoln Street. Truck traffic shall be restricted on Highland Home Road south of the SLB Extension.

including a 5-foot ~~Class 3~~Class III bikeway, a ~~65~~ 65-foot-wide curb-adjacent sidewalk, and a ~~56~~ 56-foot-wide landscaped parkway to complete the road section based on existing curb location adjacent to the Sun Lakes Community, from the southwest corner of PA 12 to ~~the SLB Extension~~Lincoln Street. Truck traffic shall be restricted on Highland Home Road south of the SLB Extension.

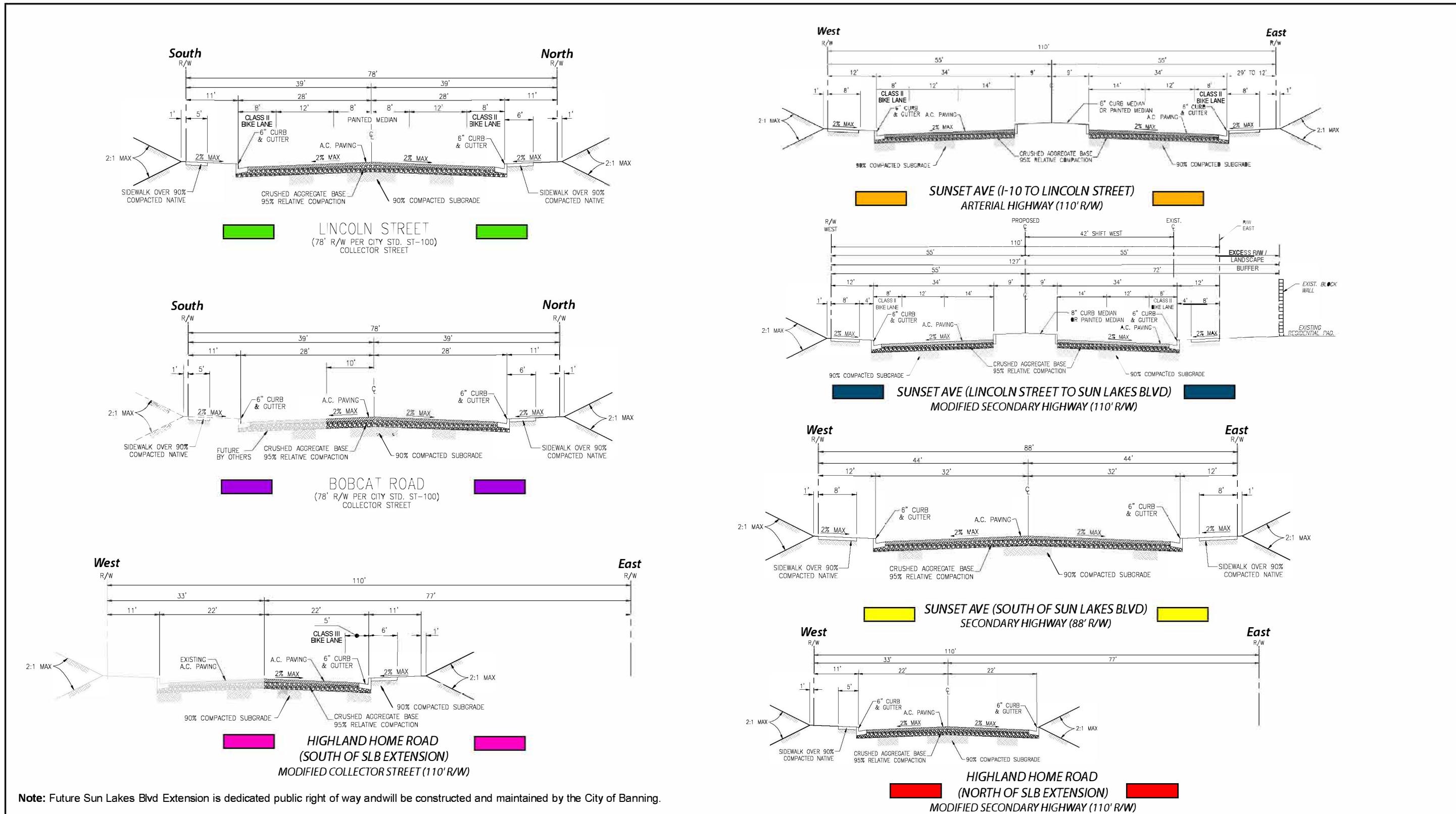
### 2.2.1. CIRCULATION IMPROVEMENT STANDARDS

1. The on-site system depicted on Figure 2-2, *Conceptual Circulation Plan*, shall serve as the preliminary roadway plan for implementing development.
2. Roadway alignments, designations, widths identified in the Specific Plan are subject to detailed engineering review and approval by the City Engineer and must comply with all conditions of approval of the Specific Plan and any Subdivision Map(s).
3. The Developer applying for an application submitted within this Specific Plan (Design Review or Conditional Use Permit) shall install traffic control measures per the recommendations of the project's Traffic Study or participate in the phased construction of traffic signals as determined by the City Engineer.
4. Driveways and access point locations, as shown in this Specific Plan, are conceptual until approved by the City Engineer (if necessary) and shall conform to the City's standard intersection spacing and access spacing, depending upon the street's classification.
5. Sight distances shall be reviewed by the City Engineer in conjunction with the preparation of grading, landscaping, and street improvement plans. This review shall ensure that setbacks allow for clear unobstructed sight distances at intersections.
6. Landscape requirements in roadway rights-of-way shall generally be in accordance with the Roadway Landscape Treatments as depicted in Chapter 4.
7. Landscaping within public road rights-of-way will require approval by the City of Banning and will be maintained by the Property Owner via a Property Owners' Association or similar mechanism.
8. All applicable Transportation Uniform Mitigation Fees (TUMF) shall be paid in accordance with Chapter 15.76 of the City of Banning Zoning Ordinance (Western Riverside County Transportation Uniform Mitigation Fee Program). The transfer of TUMF credits between Planning Areas and their respective owners is permitted by this Specific Plan.
9. Construction of the SLB Extension is a City Project, and the SUNSET CROSSROADS project is not required to construct the SLB Extension. The Developer of Sunset Crossroads may, at their own discretion, and subject to one or more agreements with City, construct all or a portion of the SLB Extension.
10. A detailed Traffic Impact Analysis shall be prepared for the project. Recommendations for intersection configurations, traffic control devices, or roadway segment and lane requirements within the property or adjacent frontage shall be the full responsibility of the project. However, fair share contributions shall be permissible for offsite improvements.
11. All mitigations identified in the project EIR/MMRP shall be complied with.
12. Street and utility infrastructure shall be installed such that future phases of work do not require trenching in new roadways. A pavement moratorium of 5 years will be implemented on all facilities accepted for maintenance by the City of Banning. If additional work for the project is required in existing roadways, the applicant will fully grind and overlay the entire roadway cross section.



Source(s): ESRI, Nearmap (2022), RCTLMA (2021) Proactive Engineering Consultants (10-19-2022)

FIGURE 2-2



Source(s): Proactive Engineering Consultants (11-16-2022, 05-01-2024)

FIGURE 2-3

### 2.3. POTABLE WATER PLAN

Adequate potable water service infrastructure is provided for SUNSET CROSSROADS using existing, planned and proposed potable water facilities. The Specific Plan is subject to the design requirements of the City of Banning Public Works Department and the demand criteria guidelines outlined in the City's Integrated Master Plan (IMP).

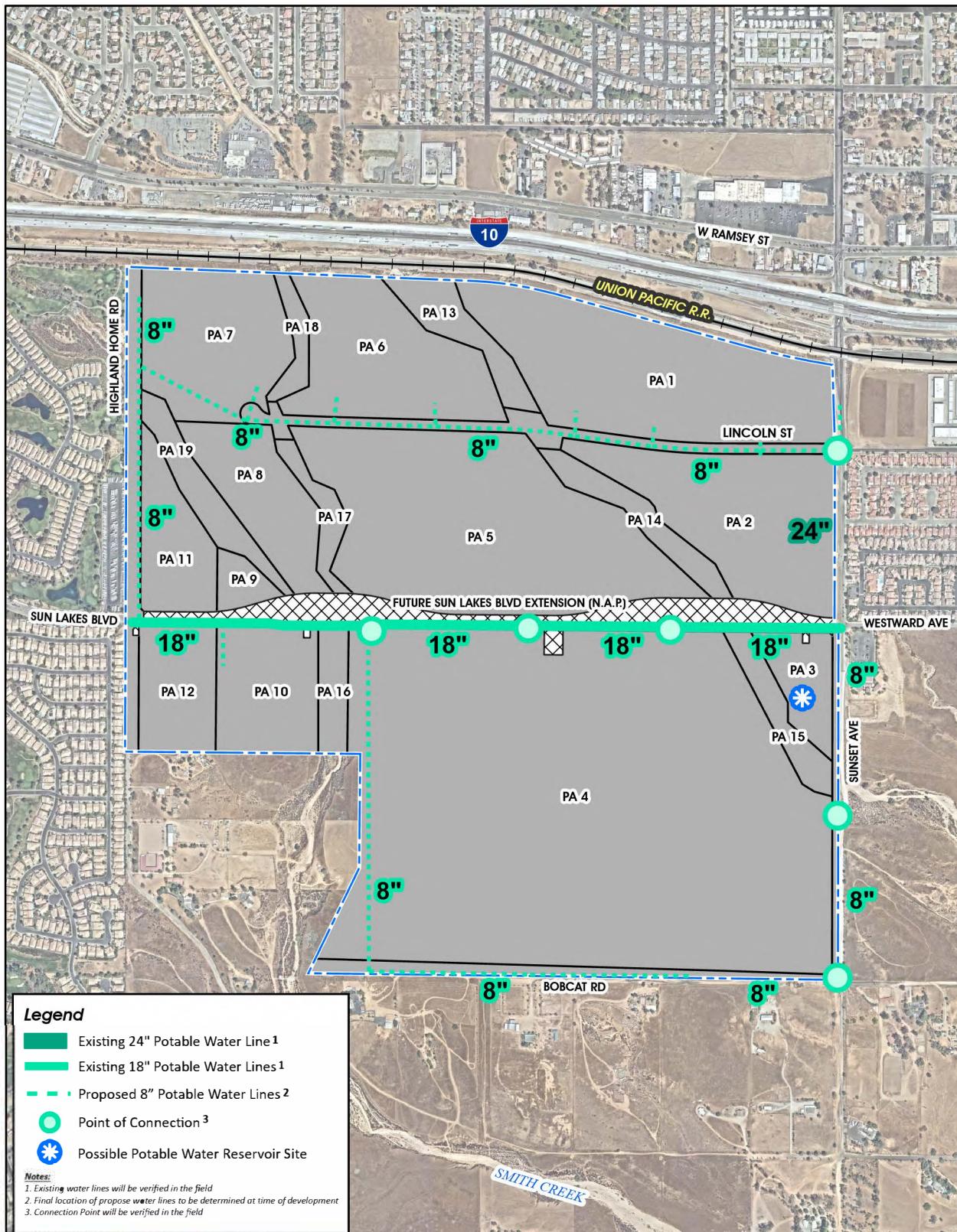
As shown on Figure 2-4, existing potable water lines within Pressure Zone 2721 exist in Sunset Avenue (24") and in the right-of-way of the future SLB Extension (18"). The proposed Potable Water Plan creates a looped system to serve the project site by constructing the following proposed improvements as depicted in *Figure 2-4, Conceptual Potable Water Plan*, and include the following improvements:

- ❖ A proposed 8" water line located in Lincoln Street and within Planning Area 7 to serve the Industrial and General Commercial uses located north of the SLB Extension. This proposed 8" water line connects to the existing 24" water line located in Sunset Avenue and to the proposed 8" water line in Highland Home Road.
- ❖ A proposed 8" water line located in Planning Area 5 connecting Highland Home Road from the 18" water line located in the SLB Extension to the vicinity of the potential Electrical Substation in Planning Area 7, with a connection to the proposed 8" line in Lincoln Street to the existing 18" water line located in the SLB Extension, forming a looped system.
- ❖ A proposed 8" water line located in Bobcat Road with a point of connection to the proposed 8" line in Sunset Avenue.
- ❖ Proposed 8" water lines located within Planning Areas 3, 4, and 10 to connect the existing 18" water line in the SLB Extension to the proposed 8" line in Sunset Avenue and to the proposed 8" water line in Bobcat Road.

The locations, alignments, and sizes of facilities shown on Figure 2-4 are conceptual. Precise locations, alignments and sizes of potable water facilities will be determined at Specific Plan implementation. The locations, alignments, and sizes of facilities identified in this document may change, subject to the approval of City of Banning. Modifications to the alignments, locations, and sizes of facilities shown in the Specific Plan which are reviewed and approved by the City Engineer as part of the review and approval of an applications submitted within this Specific Plan, do not require modifications to the Specific Plan document.

#### 2.3.1. POTABLE WATER IMPROVEMENT STANDARDS

- (1) All Potable Water lines shall be placed underground.
- (2) All Potable Water lines and facilities shall be designed in accordance with the requirements of the City of Banning.
- (3) The Specific Plan's Potable Water distribution system shall provide adequate flows for fire protection in accordance with requirements of the Riverside County Fire Department.
- (4) Proposed Potable Water facilities to be maintained by the City of Banning shall be placed within public utility easements or public rights-of-way, which shall include rights for the City of Banning.
- (5) The Potable Water infrastructure system shall be installed to the requirements of the City of Banning.
- (6) Construction of potable water lines should be linked to the construction of each phase of development. Installation of potable water lines should be linked to the construction of roadways in which the lines are located, and the need to service individual applications submitted within this Specific Plan as they come online.



Source(s): ESRI, Nearmap (2022), Proactive Engineering Consultants (01-2023)

FIGURE 2-4

## 2.4. RECYCLED WATER PLAN

The SUNSET CROSSROADS Specific Plan is served by a recycled water system consisting of existing, planned and proposed recycled water lines. The Specific Plan recycled water system is subject to the design requirements for the City of Banning Public Works Department and the demand criteria guidelines outlined in the City's Integrated Master Plan (IMP).

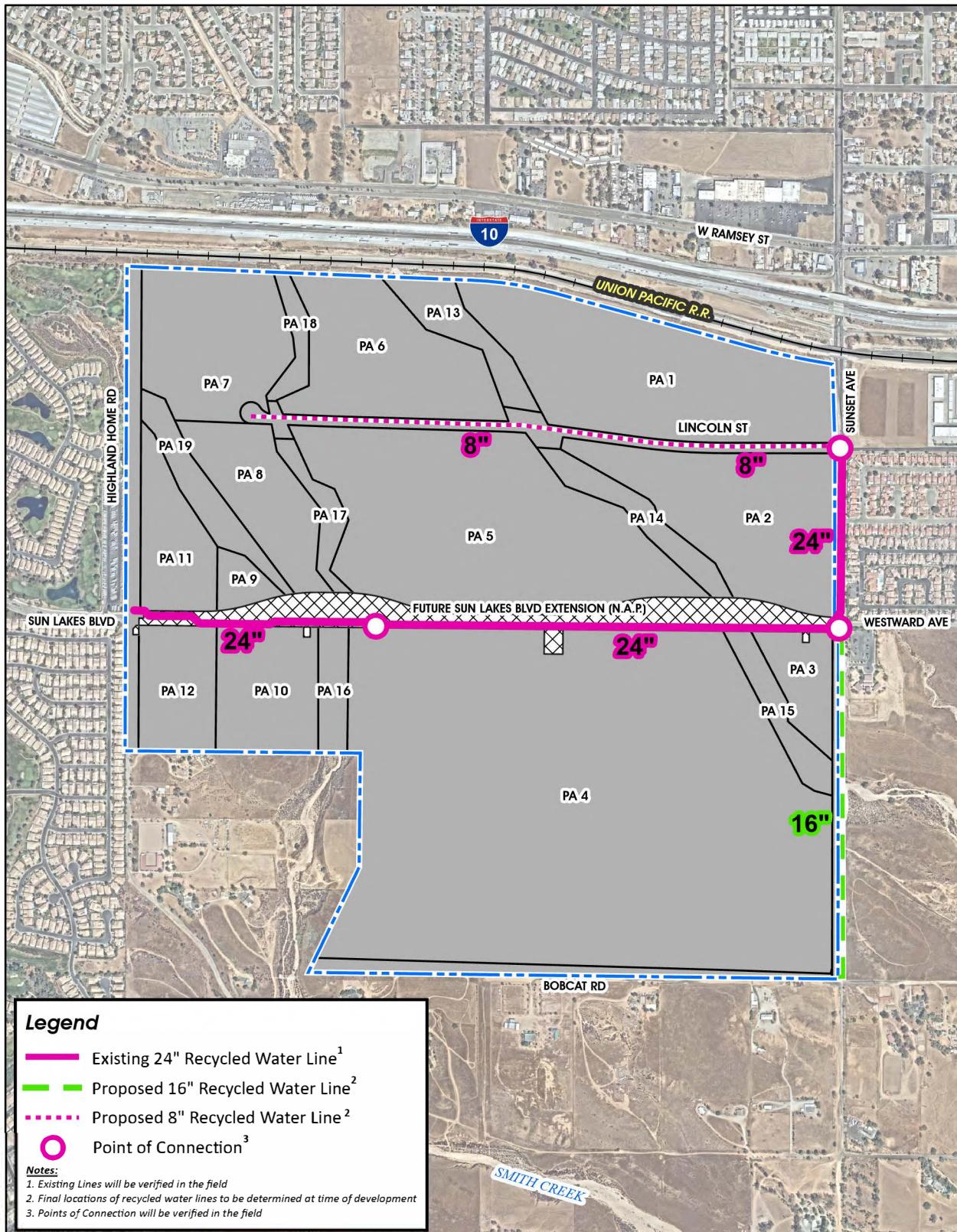
As depicted in Figure 2-5, a 24" recycled water line exists in Sunset Avenue from Lincoln Street to the SLB Extension and a 24" recycled water line exists within the SLB Extension easement area. Future non-potable Well R1 on Westward Avenue near the City's wastewater treatment facility plant will be the source for the SUNSET CROSSROADS project site, once completed. The well and its respective facilities are in design and under construction. The proposed recycled water facilities required to serve the Specific Plan are depicted in *Figure 2-5, Conceptual Recycled Water Plan* and include the following improvements:

- ❖ A proposed 8" recycled water line in Lincoln Street connects to the existing 24" recycled water line in Sunset Avenue and services the development north of the SLB Extension.
- ❖ ~~A proposed 8" recycled water line located in Planning Area 5 connects the proposed 8" Lincoln Street line to the existing 24" recycled water line in the SLB Extension to create a closed loop system.~~
- ❖ A proposed 16" recycled water line in Sunset Avenue (between Bobcat and the SLB Extension) connects to the existing 24" line in the SLB Extension.
- ❖ Development south of the SLB Extension would connect to the existing 24" recycled water line in the SLB Extension or the proposed 16" line in Sunset Avenue.

The locations, alignments, and sizes of facilities shown on Figure 2-5 are conceptual. Precise locations, alignments and sizes of recycled water facilities will be determined at Specific Plan implementation. The locations, alignments and sizes of facilities identified in this document may change, subject to the approval of City of Banning. Modifications to the alignments, locations, and sizes of facilities shown in the Specific Plan which are reviewed and approved by the City Engineer as part of the review and approval of an application submitted within this Specific Plan, do not require modifications to the Specific Plan document.

### 2.4.1. RECYCLED WATER IMPROVEMENT STANDARDS

- (1) All Recycled Water lines shall be placed underground.
- (2) All Recycled Water lines and facilities shall be designed in accordance with the requirements of the City of Banning.
- (3) Proposed Recycled Water facilities to be maintained by the City of Banning shall be placed within public utility easements or public rights-of-way which shall include rights for the City of Banning.
- (4) The Recycled Water infrastructure system shall be installed to the requirements of the City of Banning.
- (5) Construction of recycled water lines shall be linked to the construction of each phase of development. Installation of recycled water lines shall be linked to the construction of roadways in which the lines are located, and the need to service individual applications submitted within this Specific Plan as they come online.



Source(s): ESRI, Nearmap (2022), Proactive Engineering Consultants (01-2023)

FIGURE 2-5

## 2.5. SEWER PLAN

The SUNSET CROSSROADS Specific Plan is served by a sewer system consisting of existing, planned and proposed sewer lines. The Specific Plan is subject to the design requirements for the City of Banning Public Works Department and the demand criteria guidelines outlined in the City's Integrated Master Plan (IMP).

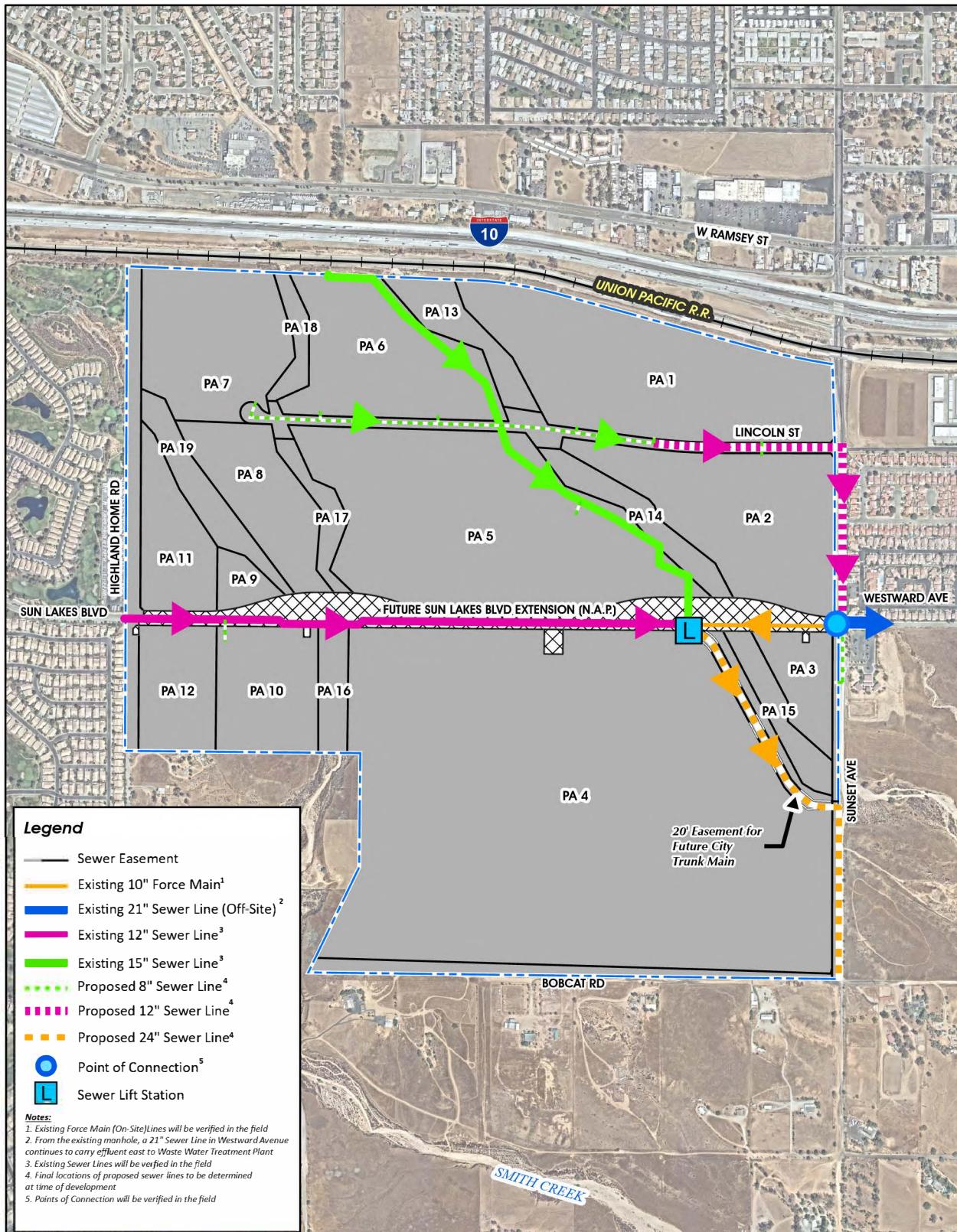
As depicted on Figure 2-6, sewer lines exist in the SLB Extension (12") and along the westside Planning Areas 13 and 14 (15"). The existing 12" sewer line in the SLB Extension flows until it reaches the SLB Extension Lift Station, where wastewater is conveyed through an existing 10" force main toward the existing manhole at the intersection of Sunset Avenue and the SLB Extension. The proposed sewer system facilities required to serve the Specific Plan are depicted in Figure 2-6, Conceptual Sewer Plan and include the following improvements:

- ❖ A proposed 8" gravity sewer line connects to a proposed 12" gravity sewer line within Lincoln Street
- ❖ A proposed 12" gravity sewer line along Sunset Avenue from Lincoln Street to just south of the SLB Extension, connects to the existing sewer system at the existing manhole at the intersection of Sunset Avenue and the SLB Extension. There is no connection between this proposed line and the existing 15" line along Planning Areas 13 and 14.
- ❖ Development in the Planning Areas north of Lincoln Street, and Planning Areas 2 and 3 connect to the proposed 8" and 12" lines in Lincoln Street.
- ❖ Development in Planning Area 5 will connect to the existing 15" line along the western boundary of Planning Areas 13 and 14.
- ❖ Development in Planning Areas south of the SLB Extension will connect ~~with 8" lines~~ to the existing 12" line in the SLB Extension.

The locations, alignments, and sizes of facilities shown on Figure 2-6 are conceptual. Precise locations, alignments, and sizes of sewer facilities will be determined at Specific Plan implementation. The locations, alignments, and sizes of facilities identified in this document may change, subject to the approval of City of Banning. Modifications to the alignments, locations, and sizes of facilities shown in the Specific Plan which are reviewed and approved by the City Engineer as part of the review and approval of an application within this Specific Plan, do not require modifications to the Specific Plan document.

### 2.5.1. SEWER IMPROVEMENT STANDARDS

- (1) All sewer lines shall be placed underground.
- (2) All sewer lines and facilities shall be designed in accordance with the requirements of the City of Banning.
- (3) All new sewer facilities to be maintained by the City of Banning shall be placed within public utility easements or public rights-of way-which shall include rights for the City of Banning.
- (4) The sewer infrastructure system shall be installed to the requirements of the City of Banning.
- (5) Construction of sewer lines shall be linked to the construction of each phase of development. Installation of sewer lines shall be linked to the construction of roadways in which the lines are located, and the need to service individual application within this Specific Plan as they come online.
- (6) Prior to issuance of first occupancy permit, project shall demonstrate that adequate sewer capacity exists to serve the project.



Source(s): ESRI, Nearmap (2022), Proactive Engineering Consultants (01-2023)

FIGURE 2-6

## 2.7. GRADING PLAN

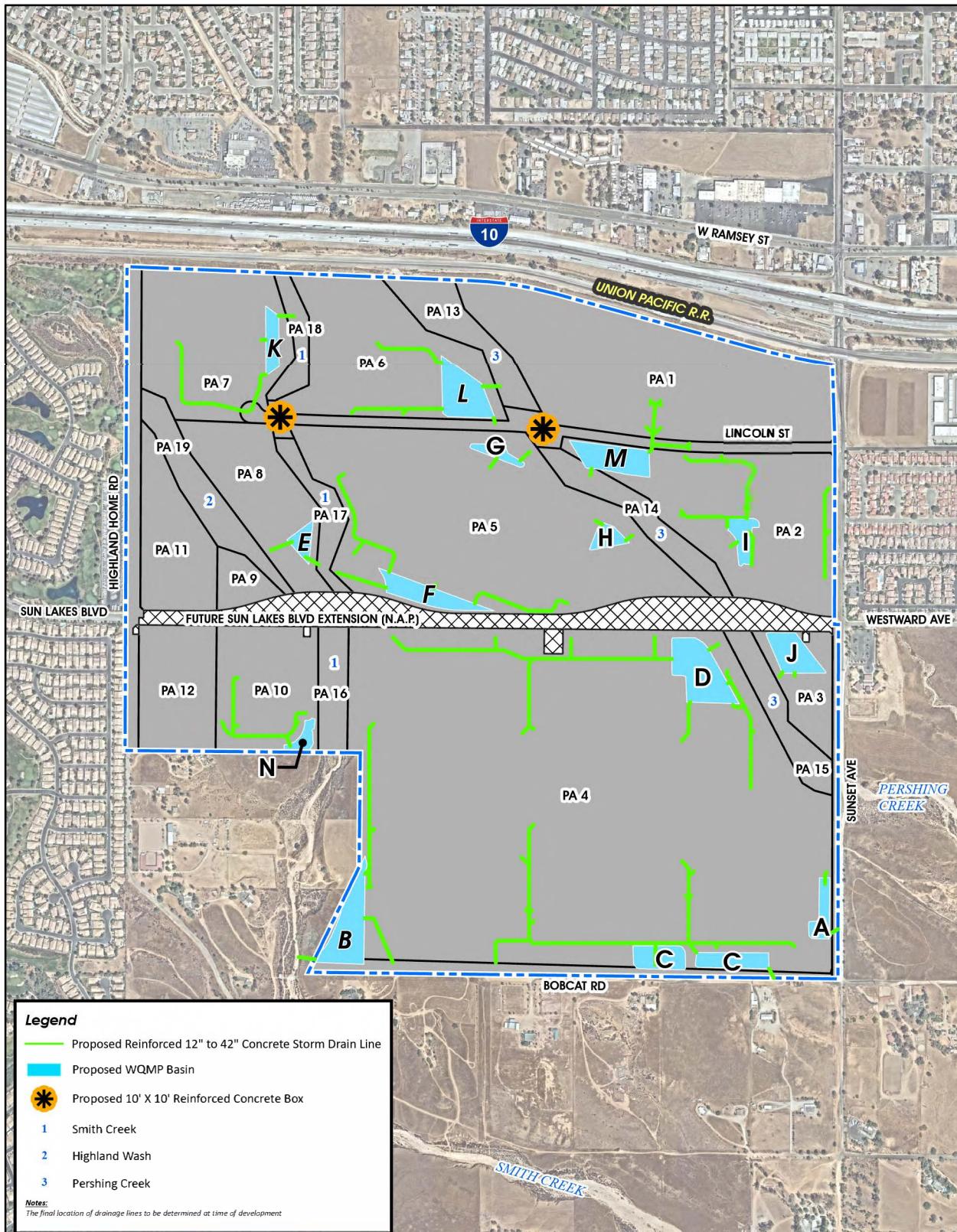
The SUNSET CROSSROADS Specific Plan is located within a grassland valley, with three natural drainage courses traversing the site in Planning Areas 13, 14, and 15 on the east and Planning Area 16, 17, 18, and 19 on the west. The conceptual grading design provides an overall balanced earthwork condition with approximately 2,266,112 cubic yards (CY) of cut and approximately 2,118,698 CY of fill. The grading of the Specific Plan is anticipated to occur in two (2) phases: 1) north of SLB Extension, and 2) south of SLB Extension. No import or exporting of earthwork is anticipated, however, earthwork may be transferred between the two (2) grading phases.

No project associated grading is proposed in Planning Areas 13 through 19, except for grading required for the construction of Lincoln Street. Other than passive open space areas, which may include trails, ~~as well as~~ a Reverse Osmosis Facility Site, ~~and/or a potential future fire station~~, no other grading or development is anticipated for Planning Area 12. All other Planning Areas will be graded to accommodate large generally flat pads suitable for building, park, and parking construction.

The proposed grading will result in elevations ranging from approximately 2,515 feet above mean sea level (MSL) in the northwest portion of the Specific Plan in Planning Area 7 to 2,415 feet above MSL at the bottom of a basin in the southwest portion of the Specific Plan in Planning Area 4. Grading construction will be done consistent with the recommendations of a Geotechnical Engineer and the City of Banning.

### 2.7.1. GRADING IMPROVEMENT STANDARDS

- (1) All grading activities shall conform to the City of Banning standards, and the California Building Code.
- (2) Grading of the Specific Plan may occur in one (1) phase, or in sub-phases, provided that adequate infrastructure and access is available to serve the Specific Plan.
- (3) Site grading, retaining wall design and construction shall be done consistent with the recommendations of a Geotechnical Engineer and the City of Banning Building and Safety Department.
- (4) Contour grading, slope rounding, and land forming shall be used, as appropriate and practical, to grade roadways and edge conditions into natural configurations consistent with the natural topography of the site.
- (5) A project-specific Master Grading Plan, and individual grading plans and stockpile/ borrow site plans for Planning Areas or phases shall govern such activity.
- (6) Prior to initial grading activities, a detailed soils report and geotechnical study for portions of the site anticipated to be graded shall be prepared to analyze on-site soil conditions and slope stability and will include appropriate measures to control erosion and dust during construction.
- (7) A grading permit shall be obtained from the City of Banning, as required by City Ordinance No. 18.01.040, prior to grading.
- (8) Pursuant to the requirements of the State Water Resources Control Board, a state-wide general National Pollution Discharge Elimination System (NPDES) construction permit will apply to all project construction activities involving clearing, grading or excavation that disturbs at least 5 acres or activity which is part of a larger common plan of development of five (5) acres or greater.
- (9) Applicant shall provide permits to the City from all affected wildlife and conservation agencies prior to the issuance of any grading permit in each phase in which wildlife or agency permits are required.
- (10) All grading shall comply with mitigation measures identified in the EIR/MMRP.



Source(s): ESRI, Nearmap (2022), Proactive Engineering Consultants (01-2023)

FIGURE 2-7



d. Fencing heights and materials (which are Developer's responsibility).

15. All lighting within this Specific Plan shall adhere to the following standards: shall incorporate City of Banning standards set forth in Section 17.24.100 (Outdoor Lighting) of the City's Zoning Ordinance, measures to aid in reducing light pollution, or as approved by the Community Development Director

- a. Lighting shall be limited to that necessary to light the project site. No lighting source shall be visible, or shall be permitted to spill over to adjacent properties.
- b. Lighting shall not be permitted which blinks, flashes, or is of unusually high intensity or brightness. All lighting fixtures shall not have a visible light source and must be shielded and directed downward and away from adjoining properties and public rights-of-way.
- c. Lighting in commercial and industrial projects should be only the minimum required for safety and security.
- d. Light standards should be limited to eighteen to thirty-four feet.
- e. Lighting should be integrated into the structure's architecture to the greatest extent possible.
- f. All lighting requirements in Section 17.24.100 of the City of Banning Zoning Ordinance are superseded by these standards.

16. Off street parking areas shall be regulated by these standards and other regulations within the City Zoning Ordinance are superseded:

- a. Access.
  1. All parking areas shall provide suitable maneuvering room so that all vehicles may enter an abutting street in a forward direction.
  2. No parking space shall be located so that a vehicle will maneuver within 25 feet of a parking entrance/vehicle entrance/parking aisle, vehicular entrance measured from the face of the curb.
- b. Dimensional Requirements. Dimensional requirements for off-street parking include the following:
  1. Parking stalls shall be non-perpendicular to the parking aisle whenever possible.
  2. Parking structures may be subject to dimensional adjustment, but in no case shall the stall width be less than eight feet and six inches. Reductions in design standards shall be subject to approval by the City Engineer and shall be discouraged.
- c. Drainage. Off-street parking areas shall be so designed that surface water will not drain over any sidewalk, or adjacent property.
- d. Driveways.
  1. Commercial/ Industrial
    - a. Access standards shall be maintained by the Public Works Department.
    - b. Drive aisles shall be a minimum width of 15 feet for a one-way driveway, and 24 feet for a two-way driveway.
  - e. Landscaping, Screening and Shading. A minimum of 15 percent of the net area of all parking areas shall be landscaped as follows:

1. Where parking areas adjoin a public right of way, a landscaped planting strip equal to the required yard setback shall be established and continuously maintained between the public right of way and parking area.
2. Any planting, sign, or any other structure within safety sight-distance of a driveway shall not exceed 30 inches in height.
3. Pedestrian access shall be provided throughout the landscaped areas.
4. At least one 24 inch box tree for every four spaces shall be included in the development of the overall landscape program. The maximum spacing between trees in parking areas shall be 30 feet; however, appropriate clustering of trees may be permitted. Landscaping islands are required at both ends of all parking rows.
5. All areas in a parking lot not used for driveways, maneuvering areas, parking spaces or walks, shall be permanently landscaped with suitable materials and permanently maintained.
6. A concrete curb, six inches high and six inches wide, shall abut all parking areas.
7. All landscaped areas shall be a minimum interior dimension of six feet in width.
8. Permanent and automatic irrigation systems shall be installed and permanently maintained in all landscaped areas, in conformance with the City's water conservation regulations in Chapter 17.32.
9. To increase the parking lot landscaped area, a maximum of two feet of the parking stall depth may be landscaped in lieu of asphalt while maintaining the required parking dimensions. This overhang is in addition to the required yard setbacks.
10. The landscaping plan shall provide for a variety of plant materials with an emphasis on drought tolerant species, and shall include a legend showing common names and sizes.
11. For screening purposes, all commercial, industrial and public parking areas abutting residentially designated property shall have a six foot high solid architecturally treated decorative masonry wall approved by the Community Development Director. All wall treatments shall occur on both sides.
12. Although any reasonable combination of shading methods can be utilized, all parking areas must provide at least 30 percent permanent shading for parked vehicles within two years of planting.
13. If trees are used, they may not thereafter be trimmed in a way which reduces the effectiveness of their shading ability.

f. Security and Lighting.

1. All parking facilities shall be designed, constructed and maintained with security as a priority to protect the safety of the users.
2. Adequate illumination for security and safety shall be provided in all parking areas. Lighting shall be energy efficient and in scale with the height and use of the structure. Any illumination, including security lighting, shall be shielded, visibility of light source eliminated and directed away from adjoining properties and public rights of way.

g. Location of Required Parking Spaces.

1. All parking spaces shall be located on the same parcel as the structure or the use unless otherwise approved by the review authority.

h. Maintenance. All required parking facilities shall be permanently maintained, free of litter and debris.

i. Parking Structures. All parking structures shall be landscaped as follows:

1. All landscaping shall be permanently maintained and automatically irrigated. The parking structure shall have continuous minimum ten foot perimeter landscaping with vertical elements, such as trees or climbing vines at least every 20 feet.
2. Entries and exits of the parking structure shall include a minimum six-foot wide landscaped median island and accent paving in the driveway.
3. Landscaped materials, excluding vertical element openings, shall be provided in planters and/or pots for at least five percent of the total surface deck area. The planters and pots shall be distributed through the top deck area, and the perimeter of intermediate decks.
4. Lighting shall not spill beyond the surface deck, and shall not spill onto other properties. Lighting fixtures shall not exceed four feet in height.

j. Shared Parking.

1. Parking facilities may be shared if multiple uses cooperatively establish and operate the facilities and if these uses generate parking demands primarily during hours when the remaining uses are not in operation.
2. The applicant shall have the burden of proof for a reduction in the total number of required off-street parking spaces, and written documentation shall be submitted substantiating their reasons for the requested parking reduction. Shared parking may only be approved if:
  - a. A sufficient number of spaces are provided to meet the greater parking demand of the participating uses;
  - b. Satisfactory evidence, as determined by the Community Development Director, has been submitted by the parties operating the shared parking facility, describing the nature of the uses and times when the uses operate so as to demonstrate the lack of potential conflict between them; and
  - c. Any additional covenants, deed restrictions or other agreements or documents as may be deemed necessary by the Community Development Director, are executed to assure that the required parking spaces provided are maintained, and that uses with similar hours and parking requirements, remain for the life of the commercial/industrial development.

k. Slope.

1. Driveways shall have no grades exceeding an eight percent slope, unless approved by the City Engineer.
2. Parking areas shall be designed and improved with grades not to exceed a five percent slope.

l. Striping and Surfacing

1. All parking spaces shall be striped in accordance with City requirements. The striping shall be maintained in a clear and visible manner. Each exit from any parking area shall be clearly marked with a "STOP" sign.
2. Driveway and parking areas should be surfaced with a minimum thickness of three inches of concrete, asphaltic concrete, or a material approved by the City Engineer with bituminous surfacing over a minimum thickness of four inches of an aggregate base material.

3. For areas which are close to trees and shrubs, a porous surface may be used such as gravel, if this will aid in bringing rainwater to the roots of the trees, and if this is approved by the City Engineer.
- m. Curbing and Wheel Stops.
  4. Continuous concrete curbing at least six inches high and six inches wide shall be provided at least three feet from any wall, fence, property line, walkway or structure where parking and or drive aisles are located adjacent thereto. Curbing may be left out at structure access points.
  5. The space between the curb and wall, fence, property line, walkway or structure shall be landscaped. The clear width of a walkway adjacent to overhanging parked cars shall be four feet.
  6. All parking lots shall have a continuous curbing at least six inches high and six inches wide around all parking areas and aisle planters. Wheel stops shall not be used in lieu of curbing to protect landscaping, signage structures and walls.
- n. Parking Adjustment. Concurrent with an application for Design Review and/or Conditional Use Permit and application for a parking adjustment may be approved by the review authority subject to the findings:

Findings for a Parking Adjustment

  1. The zoning regulations applicable to the property do not allow a reasonable use comparable to similar developments in the same zoning district;
  2. The hardship for which the variance is requested is unique to the property area;
  3. The variance will not alter the character of the area adjacent to the property, will not impair the use of adjacent conforming property, and will not impair the purpose of the regulations of the zoning district in which the property is located;
  4. Neither present nor anticipated future traffic volumes generated by the use of the site or the sites in the vicinity require strict or literal interpretation and enforcement of the specific regulation;
  5. The granting of this parking variance will not result in the parking or loading of vehicles in public streets in such a manner as to interfere with the free flow of street traffic;
  6. The granting of this variance will not create a safety hazard or any other condition inconsistent with the objectives of this Ordinance; and
  7. The variance will run with the use or uses to which it pertains and shall not run with the site.

15.17. All landscaping shall be designed, installed and maintained in a manner consistent with the City of Banning Municipal Ordinance Section 8.28.170 and Chapter 17.32 (Water Efficient Landscape Ordinance) where not superseded by this Specific Plan.

16.18. Prior to the issuance of the first occupancy permit within the project, the Sign Program and Signage Design Guidelines shall be prepared and approved by the City of Banning. The Sign Program and Signage Design Guidelines shall provide adequate and appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses that shall be consistent with this Specific Plan.

17.19. Common areas identified in the Specific Plan are intended to be owned and maintained pursuant to Table 5-1, Maintenance Responsibilities, as described below:

### 3.4. INDUSTRIAL DEVELOPMENT STANDARDS

The standards identified below establish the development criteria that shall apply to the Planning Areas designated Industrial within the SUNSET CROSSROADS Specific Plan (Planning Areas 2, 3, 4, 5, 6, 7, 8, 9, and 10). The combined Maximum Building Square Footage for Planning Areas 2, 3, 4, 5, 6, 7, 8, 9, and 10 is 5,545,000 square feet of Industrial building space, at a Maximum Building Coverage of 60%. Design Guidelines for these Planning Areas can be found in Chapter 4.

Table 3-3 Development Standards - Industrial

Site Requirements	
Minimum Lot Area	N/A
Minimum Average Lot Width	N/A
Maximum Building Coverage <sup>1</sup>	60%
Notes:	
1. During implementation, the Maximum Building Coverage shall be calculated for each Planning Area or Parcel. The Specific Plan maximum building square footage of 5,545,000 square feet for Industrial uses of shall not be exceeded, regardless of the Maximum Building Coverage achieved in any Planning Area.	
Minimum Setback Requirements (When abutting a street) (As measured from the building to the edge of right-of-way or property line.)	
Front	When abutting any public street – 25 feet (of which 10 feet adjacent to the right-of-way shall be landscaped)  All other instances – 0 feet
Rear	0 feet
Side	0 feet
Architectural features such as cornices, eaves, canopies, decorative wall elements	May encroach up to 4 feet into the setback, provided that adequate emergency access can be maintained, subject to approval by the Riverside County Fire Department.
Minimum Setback Requirements at Interior Side Yards (as measured from the property line.)	
Building	5 feet
Drive Aisle and Passenger Car and Truck Parking	5 feet
Screened Loading and Storage Yards	0 feet
Minimum Drive Aisle and Parking Space Separation Requirements	
Adjacent to building office element	10 feet
Adjacent to solid building wall or screen wall/fence, and <u>not</u> within a screened/enclosed yard.	5 feet
Adjacent to solid building wall or screen wall/fence, and within a screened/enclosed yard.	0 feet
Other Development Standards	
Maximum Building Height (Planning Areas <u>2, 3, 4, 6, 7, 8, &amp; 9</u> ) (Measured from the building's finished floor elevation to the highest point of the building's roof, parapet, solar arrays, or other architectural projection.)	60 feet plus an additional 10 feet for solar arrays
Maximum Building Height (Planning Areas <u>2 &amp; 5</u> ) (Measured from the building's finished floor elevation to the highest point of the building's roof, parapet, solar arrays, or other architectural projection.)	<u>Planning Area 2 - 60 feet plus an additional 10 feet for solar arrays, or architectural parapet or other solid screening, only when screening industrial refrigeration equipment</u>  <u>Planning Area 5 - 80 feet</u>
Maximum Freeway Oriented Freestanding Sign	80 feet
Ground and Roof-Mounted Equipment	All ground and roof mounted mechanical equipment shall be screened or obscured by landscaping when visible from adjacent public roadways.
Signage	Signage shall be consistent with the Sign Program and Signage Design Guidelines, Signage Design Guidelines in the Specific Plan, or as approved by the City of Banning.
Outside Storage	If a non-screened outdoor storage area is proposed, the storage area shall be identified on the implementing Design Review and/or Conditional Use Permit and shall be set back a minimum of 10 feet from the edge of the right-of-way.
Loading Areas, Trailer Storage, Overhead Doors	Loading areas, trailer storage, and overhead doors may face toward a public street if either: (a) Located further than 100' from the street, measured to the edge of sidewalk or curb, or (b) Appropriately screened from view with any combination of berms and landscaping or decorative screen walls.

### 3.4.1 BICYCLE PATHWAYS

1. Each Site Plan shall identify and the Project shall provide safe pathways for bicyclists from public roadways to on-site bicycle storage locations, using signage and/or striping.

### 3.4.2 TRUCK ROUTE MANAGEMENT PLAN REQUIREMENTS

1. Prior to the issuance of Final Occupancy Permits, each industrial site shall prepare and have approved by the Community Development Director, a Truck Management Plan containing the follow components:
  - a. Posting of signage clearly showing the designated entry for trucks from the public streets to the designated onsite truck check-in and truck parking areas.
  - b. Posting of signage indicating that all parking and maintenance of trucks must be conducted within the designated onsite areas and not within the surrounding community or on public streets.
  - c. Posting of signage for exiting traffic (other than exempt vehicles<sup>1</sup>) showing the designated exits and restricting westward travel on Sun Lakes Boulevard west of Highland Home Road.
  - d. Lease provisions clearly identifying the required truck routes, including requiring trucks to use Sunset Avenue to access the I-10 Freeway interchange and prohibiting trucks (other than exempt vehicles<sup>1</sup>) on Sun Lakes Boulevard west of Highland Home Road.
  - e. Consider and include, where feasible, driveway aprons providing egress to SLB Extension that physically direct trucks east on SLB Extension in a manner that does not affect exempt vehicles<sup>1</sup>.
  - f. Truck route maps provided to all drivers and posted in breakrooms and throughout the Project.
  - g. Designation of a Traffic Coordinator contact for the City to notify in the event of traffic issues.

<sup>1</sup>Exempt vehicles to include emergency and public safety vehicles, buses, limos and passenger vehicles, vehicles owned by a public utility or public agency and delivery vans serving local routes or using designated detour routes, tow trucks and moving vans.

## 3.5. PLANNING AREA STANDARDS

### 3.5.1 PLANNING AREA 1 [GENERAL COMMERCIAL (GC) – 47.9 ACRES]

#### a. DESCRIPTION

Planning Area 1 is designated for 47.9 acres of General Commercial land uses in the northeastern portion of SUNSET CROSSROADS and is designed as a regional draw, providing a leisure and entertainment destination focusing on health and wellness-based retail uses along with a 125-room hotel. A Travel Center is provided within Planning Area 1 to provide retail/convenience sales, drive-through fast food, vehicle fueling stations and commercial fueling stations to accommodate passenger vehicles, recreational vehicles, and multi-axle tractor trailers directly off the I-10.

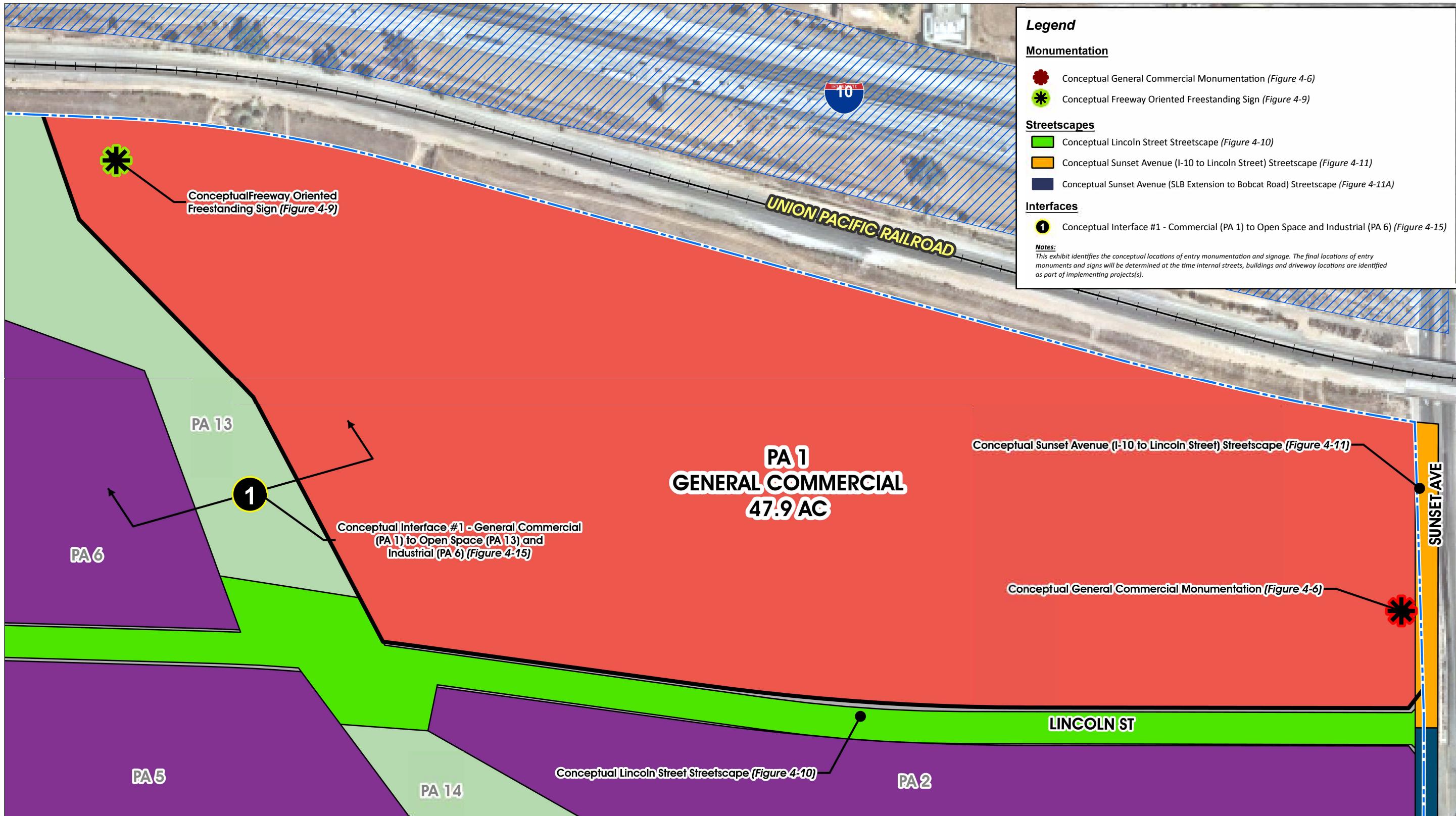
As shown on Figure 3-1, *Planning Area 1*, the General Commercial uses within Planning Area 1 are located north of Lincoln Street and west of Sunset Avenue. When entering the site from Sunset Avenue, visitors and employees are greeted with a Travel Center, restaurants and a multi-story hotel that initiates their experience at SUNSET CROSSROADS. Upon arrival, visitors and employees can park and continue to the heart of the development via pedestrian friendly walkways or continue into the Main Street District. Within the Main Street District, visitors will find wellness, restaurants, and recreational enterprises and outdoor gathering areas along both sides of A Street with patios, outdoor spaces, sports-oriented uses and retail storefronts.

The Main Street District leads directly to the heart of SUNSET CROSSROADS, terminating in a communal park surrounded by wellness-based retail, recreation and restaurants. Potential activity and wellness-based retail uses may

include stationary wave surfing, indoor skydiving, indoor go-karting, obstacle gyms, and an indoor/outdoor climbing wall that serves as a focal exterior icon to this district. A collection of smaller athletic and dance studio spaces and a green belt for yoga classes, family lawn games, and relaxing lounge seating areas contributes to the energy of this zone by allowing for indoor/outdoor connectivity of their programs into the outdoor gathering areas. It is this collection of unique wellness-based uses, restaurants, outdoor areas, communal and public open spaces, and public focal points that will define the vision of SUNSET CROSSROADS for years to come.

#### b. PLANNING AREA STANDARDS

1. Land uses within Planning Area 1 shall comply with the Permitted, Conditionally Permitted, Ancillary, and Prohibited Uses for General Commercial land uses provided in Section 3.2 and shall be consistent with Table 3-1.
2. Planning Area 1 shall comply with the Development Standards for General Commercial land uses provided in Section 3.3.
3. Primary access to Planning Area 1 shall be provided via Lincoln Street from Sunset Avenue, as shown on Figure 2-2, *Conceptual Circulation Plan*.
4. The locations of Primary Entry Monumentation, General Commercial Monumentation, Conceptual Tenant Monumentation, and Freeway Oriented Freestanding Signs for Planning Area 1 are conceptually illustrated on Figure 4-1, *Conceptual Master Landscape Plan*. The final location(s) of all monumentation and signage will be determined in conjunction with development of this Planning Area and each application submitted within this Specific Plan, and such locations shall be consistent with the Sign Program and Signage Design Guidelines. The Sign Program and Signage Design Guidelines shall provide guidance in determining the final locations of appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses.
5. Roadway landscape treatments shall be provided along Sunset Avenue and Lincoln Street, as conceptually illustrated on Figure 4-10, *Conceptual Lincoln Street Streetscape*, Figure 4-11, *Conceptual Sunset Avenue (I-10 to Lincoln Street) Streetscape*, ~~(I-10 to SLB Extension)~~.
6. Walls and fencing along the exterior of Planning Area 1 may be provided. The location(s) and type of walls/fences interior to Planning Area 1 will be established in conjunction with an application submitted within this Specific Plan for this Planning Area.
7. The transition between Planning Area 1, Planning Area 13, and the Industrial uses located to the west within Planning Area 6, is conceptually illustrated in Figure 4-15, *Conceptual Interface #1 – Commercial (Planning Area 1) to Industrial (Planning Area 6)*.
8. Please refer to Section 3.1, *General Development Criteria*, for other applicable criteria that apply across the SUNSET CROSSROADS Specific Plan.
9. Please refer to Chapter 4, *Design Guidelines*, for other applicable design criteria.



Source(s): ESRI, Nearmap (2022), Proactive Engineering Consultants (01-2023), Hunter Landscape (2021), ADS (03-21-2021)

FIGURE 3-1



0 50 100 200  
Feet

**3.5.2 PLANNING AREA 2 [Industrial (i) – 33.8 acres]****a. DESCRIPTION**

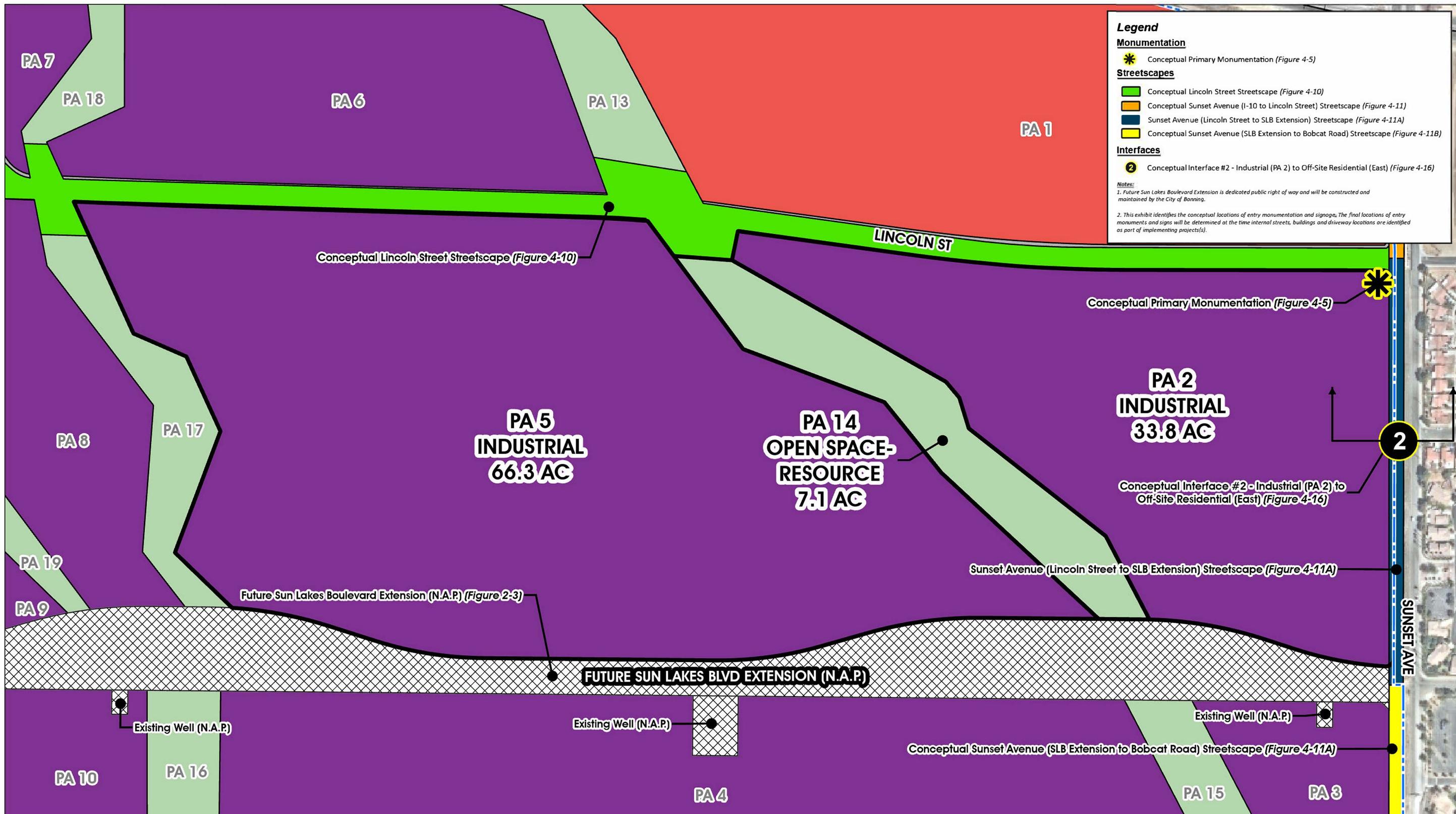
As shown on Figure 3-2, *Planning Areas 2, 5, and 14*, Planning Area 2 is located south of Lincoln Street, west of Sunset Avenue, and north of the SLB Extension and is designated for 33.8 acres of Industrial land uses. The full list of Permitted, Conditionally Permitted, Ancillary, and Prohibited Uses for this Planning Area is provided in Table 3-1.

Automobile and heavy commercial truck access to Planning Area 2 is provided via Lincoln Street and the SLB Extension. Connections to private driveways and drive aisles within Planning Area 2 will be designed and provided, as needed, in conjunction with development of this Planning Area.

Planning Area 2 may provide employees with building amenities in proximity to the Industrial uses. Such amenities may include, but are not limited to, shared outdoor patio break areas, pedestrian walkways, seating areas, and overhead structures for use by employees. Planning Area 2 provides decorative landscaping along its frontage with Lincoln Street and Sunset Avenue, as a visual amenity. Additional landscaping, setbacks, and orientation of truck bays will be considered during the design and implementation of this Planning Area to provide a buffer between the Industrial uses and existing residential to the east.

**b. PLANNING AREA STANDARDS**

1. Land uses within Planning Area 2 shall comply with the Permitted, Conditionally Permitted, Ancillary, and Prohibited Uses for Industrial land uses provided in Section 3.2 and shall be consistent with Table 3-1.
2. Planning Area 2 shall comply with the Development Standards for Industrial land uses provided in Section 3.4.
- 2.3. Industrial refrigeration equipment in Planning Area 2 may be ground-mounted or roof-mounted. When roof-mounted, such equipment shall be surrounded by a 10-foot-high architectural parapet or other solid screening.
- 3.4. Primary access to Planning Area 2 shall be provided via Lincoln Street and the SLB Extension, as shown on Figure 2-2, *Conceptual Circulation Plan*.
- 4.5. The locations of Primary Entry Monumentation and Industrial Monumentation for Planning Area 2 are conceptually illustrated on Figure 4-1, *Conceptual Master Landscape Plan*. The final location(s) of all monumentation will be determined in conjunction with development of this Planning Area and an application submitted within this Specific Plan, and such locations shall be consistent with the Sign Program and Signage Design Guidelines. The Sign Program and Signage Design Guidelines shall provide guidance in determining the final locations of appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses.
- 5.6. Roadway landscape treatments shall be provided along Sunset Avenue and Lincoln Street, as conceptually illustrated on Figure 4-10, *Conceptual Lincoln Street Streetscape*, Figure 4-11A, *Conceptual Sunset Avenue Streetscape (I-10 Lincoln Street to SLB Extension) Streetscape*.
- 6.7. Walls and fencing along the exterior of Planning Area 2 may be provided. The location(s) and type of walls/fences interior to Planning Area 2 will be established in conjunction with development of this Planning Area.
- 7.8. A landscaped transition shall be provided between Planning Area 2 and the off-site residential uses located to the east, as conceptually illustrated in Figure 4-16, *Conceptual Interface #2 – Industrial (Planning Area 2) to Off-Site Residential (East)*.
- 8.9. Please refer to Section 3.1, *General Development Criteria*, for other applicable criteria that apply across the SUNSET CROSSROADS Specific Plan.
- 9.10. Please refer to Chapter 4, *Design Guidelines*, for other applicable design criteria.



Source(s): ESRI, Nearmap (2022), Proactive Engineering Consultants (01-2023), Hunter Landscape (2021), ADS (03-21-2021)

FIGURE 3-2



**3.5.3 PLANNING AREA 3 [Industrial (i) – 7.8 acres]****a. DESCRIPTION**

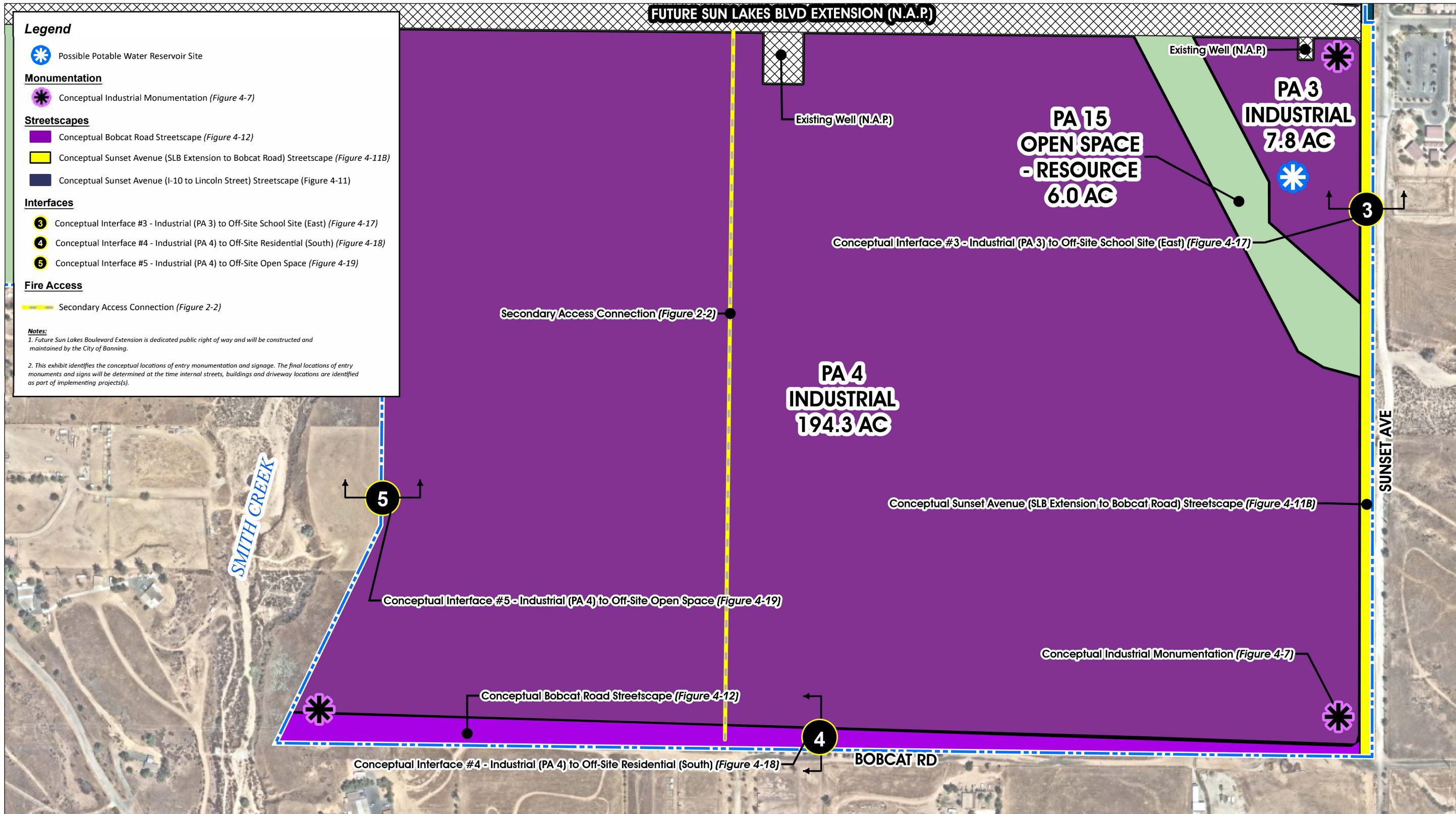
As shown on Figure 3-3, *Planning Areas 3, 4, and 15*, Planning Area 3 is located south of the SLB Extension and west of Sunset Avenue and is designated for 7.8 acres of Industrial land uses and may include a site for a Potable Water Reservoir. The full list of Permitted, Conditionally Permitted, Ancillary, and Prohibited Uses for this Planning Area is provided in Table 3-1, *Permitted Uses*.

Automobile and heavy commercial truck access to Planning Area 3 is provided via Sunset Avenue. Connections to private driveways and drive aisles within Planning Area 3 will be designed and provided, as needed, in conjunction with development of this Planning Area.

Planning Area 3 may provide employees with building amenities in proximity to the Industrial uses. Such amenities may include, but are not limited to, shared outdoor patio break areas, pedestrian walkways, seating areas, and overhead structures for use by employees. Planning Area 3 provides decorative landscaping along its frontage with Sunset Avenue as a visual amenity. Additional landscaping, setbacks, and orientation of truck bays will be considered during the design and implementation of this Planning Area to provide a buffer between the Industrial uses and existing/planned residential uses/MSJC Campus to the east.

**b. PLANNING AREA STANDARDS**

1. Land uses within Planning Area 3 shall comply with the Permitted, Conditionally Permitted, Ancillary, and Prohibited Uses for Industrial land uses provided in Section 3.2 and shall be consistent with Table 3-1.
2. Planning Area 3 shall comply with the Development Standards for Industrial land uses provided in Section 3.4.
3. Primary access to Planning Area 3 shall be provided via Sunset Avenue, as shown on Figure 2-2, *Conceptual Circulation Plan*.
4. The locations of Primary Entry Monumentation and Industrial Monumentation for Planning Area 3 are conceptually illustrated on Figure 4-1, *Conceptual Master Landscape Plan*. The final location(s) of all monumentation will be determined in conjunction with development of this Planning Area and an application submitted within this Specific Plan, and such locations shall be consistent with the Sign Program and Signage Design Guidelines. The Sign Program and Signage Design Guidelines shall provide guidance in determining the final locations of appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses.
5. Roadway landscape treatments shall be provided along Sunset Avenue as conceptually illustrated on Figure 4-11BA, *Conceptual Sunset Avenue Streetscape (SLB Extension to Bobcat Road)*.
6. Walls and fencing along the exterior of Planning Area 3 may be provided. The location(s) and type of walls/fences interior to Planning Area 3 will be established in conjunction with development of this Planning Area.
7. A landscaped transition shall be provided between Planning Area 3 and the off-site residential uses located to the east, as conceptually illustrated in Figure 4-17, *Conceptual Interface #3 – Industrial (Planning Area 3) to Off-Site School Site (East)*.
8. Please refer to Section 3.1, *General Development Criteria*, for other applicable criteria that apply across the SUNSET CROSSROADS Specific Plan.
9. Please refer to Chapter 4, *Design Guidelines*, for other applicable design criteria.



Source(s): ESRI, Nearmap (2022), Proactive Engineering Consultants (01-2023), Hunter Landscape (2021)

FIGURE 3-3

**3.5.4 PLANNING AREA 4 [Industrial (I) – 194.3 acres]****a. DESCRIPTION**

As shown on Figure 3-3, *Planning Areas 3, 4, and 15*, Planning Area 4 is located north of Bobcat Road, south of the SLB Extension and west of Sunset Avenue and is designated for 194.3 acres of Industrial land uses. The full list of Permitted, Conditionally Permitted, Ancillary, and Prohibited Uses for this Planning Area is provided in Table 3-1.

Automobile and heavy commercial truck access to Planning Area 4 is provided via the SLB Extension and Sunset Avenue. Connections to private driveways and drive aisles within Planning Area 4 will be designed and provided, as needed, in conjunction with development of this Planning Area.

Planning Area 4 may provide employees with building amenities in proximity to the Industrial uses. Such amenities may include, but are not limited to, shared outdoor patio break areas, pedestrian walkways, seating areas, and overhead structures for use by employees. Planning Area 4 provides decorative landscaping along its frontage with Sunset Avenue and Bobcat Road as a visual amenity.

**b. PLANNING AREA STANDARDS**

1. Land uses within Planning Area 4 shall comply with the Permitted, Conditionally Permitted, Ancillary, and Prohibited Uses for Industrial land uses provided in Section 3.2 and shall be consistent with Table 3-1.
2. Planning Area 4 shall comply with the Development Standards for Industrial land uses provided in Section 3.4.
- 2.3. *In Planning Area 4, 6-foot-high walls shall be constructed around the west, south, and east perimeters of parking lots fronting Bobcat Road across from residential uses. Buildings with parking lots that front Bobcat Road shall be constructed with 10-foot-high and 100-to-175-foot-long “wing walls” to reduce on-site operational noise.*
- 3.4. Primary access to Planning Area 4 shall be provided via Sunset Avenue and the SLB Extension, as shown on Figure 2-2, *Conceptual Circulation Plan*.
- 4.5. The locations of Primary Entry Monumentation and Industrial Monumentation for Planning Area 4 are conceptually illustrated on Figure 4-1, *Conceptual Master Landscape Plan*. The final location(s) of all monumentation will be determined in conjunction with development of this Planning Area and an application submitted within this Specific Plan, and such locations shall be consistent with the Sign Program and Signage Design Guidelines. The Sign Program and Signage Design Guidelines shall provide guidance in determining the final locations of appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses.
- 5.6. Roadway landscape treatments shall be provided along Sunset Avenue as conceptually illustrated on Figure 4-11BA, *Conceptual Sunset Avenue Streetscape (SLB Extension to Bobcat Road)*, and Figure 4-12, *Conceptual Bobcat Road Streetscape*.
- 6.7. Walls and fencing along the exterior of Planning Area 4 may be provided. The location(s) and type of walls/fences interior to Planning Area 4 will be established in conjunction with development of this Planning Area.
- 7.8. A landscaped transition shall be provided between Planning Area 4 and the off-site residential uses located to the south, as conceptually illustrated in Figure 4-18, *Conceptual Interface #4 – Industrial (Planning Area 4) to Off-Site Residential (South)*.
- 8.9. A landscaped transition shall be provided between Planning Area 4 and the off-site vacant land located to the west, as conceptually illustrated in Figure 4-19, *Conceptual Interface #5 – Industrial (Planning Area 4) to Off-Site Open Space*.
- 9.10. Please refer to Section 3.1, *General Development Criteria*, for other applicable criteria that apply across the SUNSET CROSSROADS Specific Plan.

**10.11.** Please refer to Chapter 4, *Design Guidelines*, for other applicable design criteria.

### 3.5.5 PLANNING AREA 5 [Industrial (I) – 66.3 acres]

#### a. DESCRIPTION

As shown on Figure 3-2, *Planning Areas 2, 5, and 14*, Planning Area 5 is located south of Lincoln Street and north of the SLB Extension, between Planning Areas 14 and 17 and is designated for 66.3 acres of Industrial land uses. The full list of Permitted, Conditionally Permitted, Ancillary and Prohibited Uses for this Planning Area is provided in Table 3-1.

Automobile and heavy commercial truck access to Planning Area 5 is provided via Lincoln Street and the SLB Extension. Connections to private driveways and drive aisles within Planning Area 5 will be designed and provided, as needed, in conjunction with development of this Planning Area.

Planning Area 5 may provide employees with building amenities in proximity to the Industrial uses. Such amenities may include, but are not limited to, shared outdoor patio break areas, pedestrian walkways, seating areas, and overhead structures for use by employees. Planning Area 5 provides decorative landscaping along its frontage with Lincoln Street as a visual amenity.

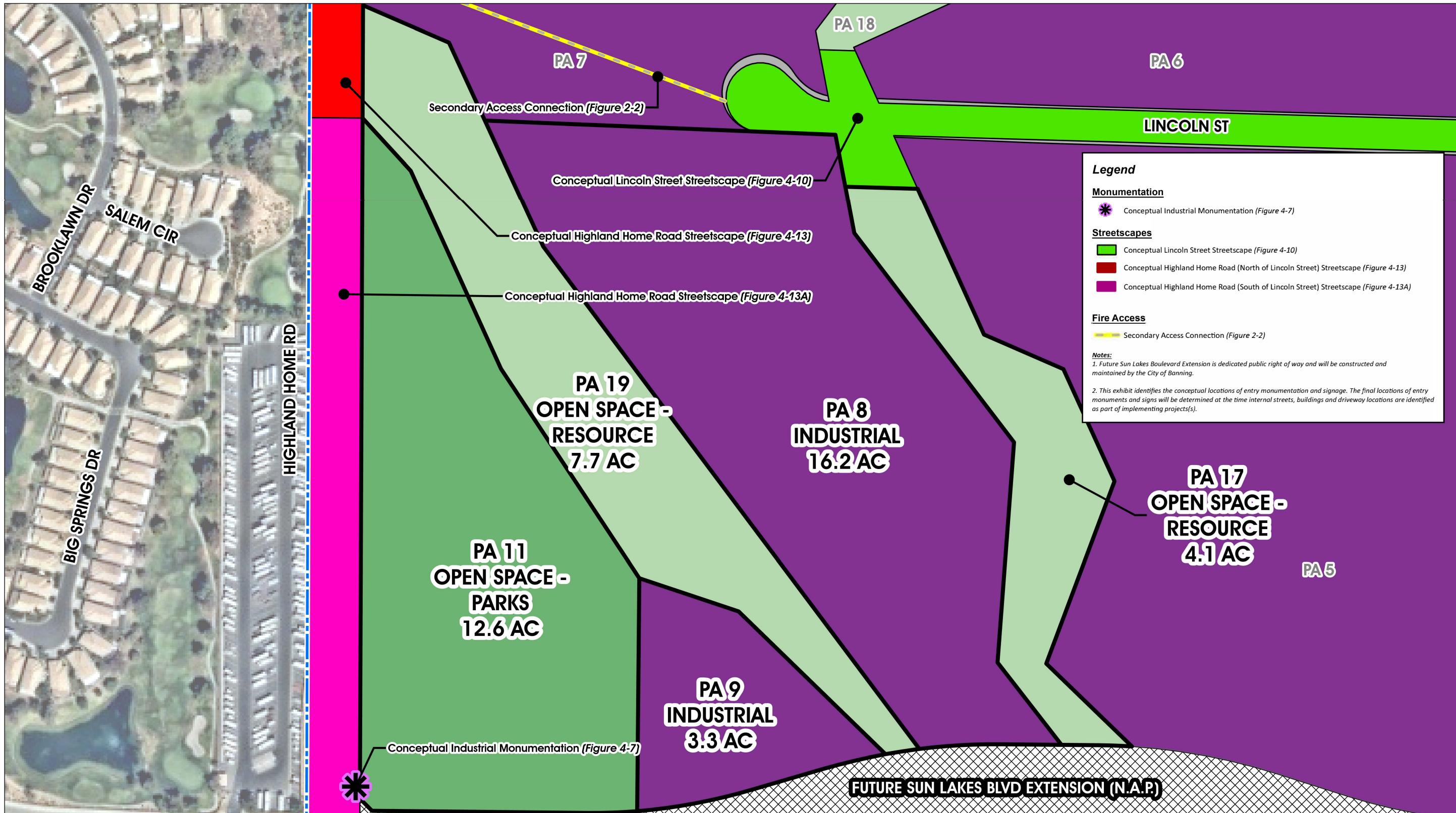
#### b. PLANNING AREA STANDARDS

1. Land uses within Planning Area 5 shall comply with the Permitted, Conditionally Permitted, Ancillary, and Prohibited Uses for Industrial land uses provided in Section 3.2 and shall be consistent with Table 3-1.
2. Planning Area 5 shall comply with the Development Standards for Industrial land uses provided in Section 3.4.
3. Primary access to Planning Area 5 shall be provided via Sunset Avenue and the SLB Extension, as shown on Figure 2-2, *Conceptual Circulation Plan*.
4. The locations of Primary Entry Monumentation and Industrial Monumentation for Planning Area 5 are conceptually illustrated on Figure 4-1, *Conceptual Master Landscape Plan*. The final location(s) of all monumentation will be determined in conjunction with development of this Planning Area and an application submitted within this Specific Plan, and such locations shall be consistent with the Sign Program and Signage Design Guidelines. The Sign Program and Signage Design Guidelines shall provide guidance in determining the final locations of appropriate project, street, building, tenant identification, pedestrian path, and wayfinding signage for the anticipated variety of building sizes, designs, and uses.
5. Walls and fencing along the exterior of Planning Area 5 may be provided. The location(s) and type of walls/fences interior to Planning Area 5 will be established in conjunction with development of this Planning Area.
6. Please refer to Section 3.1, *General Development Criteria*, for other applicable criteria that apply across the SUNSET CROSSROADS Specific Plan.
7. Please refer to Chapter 4, *Design Guidelines*, for other applicable design criteria.



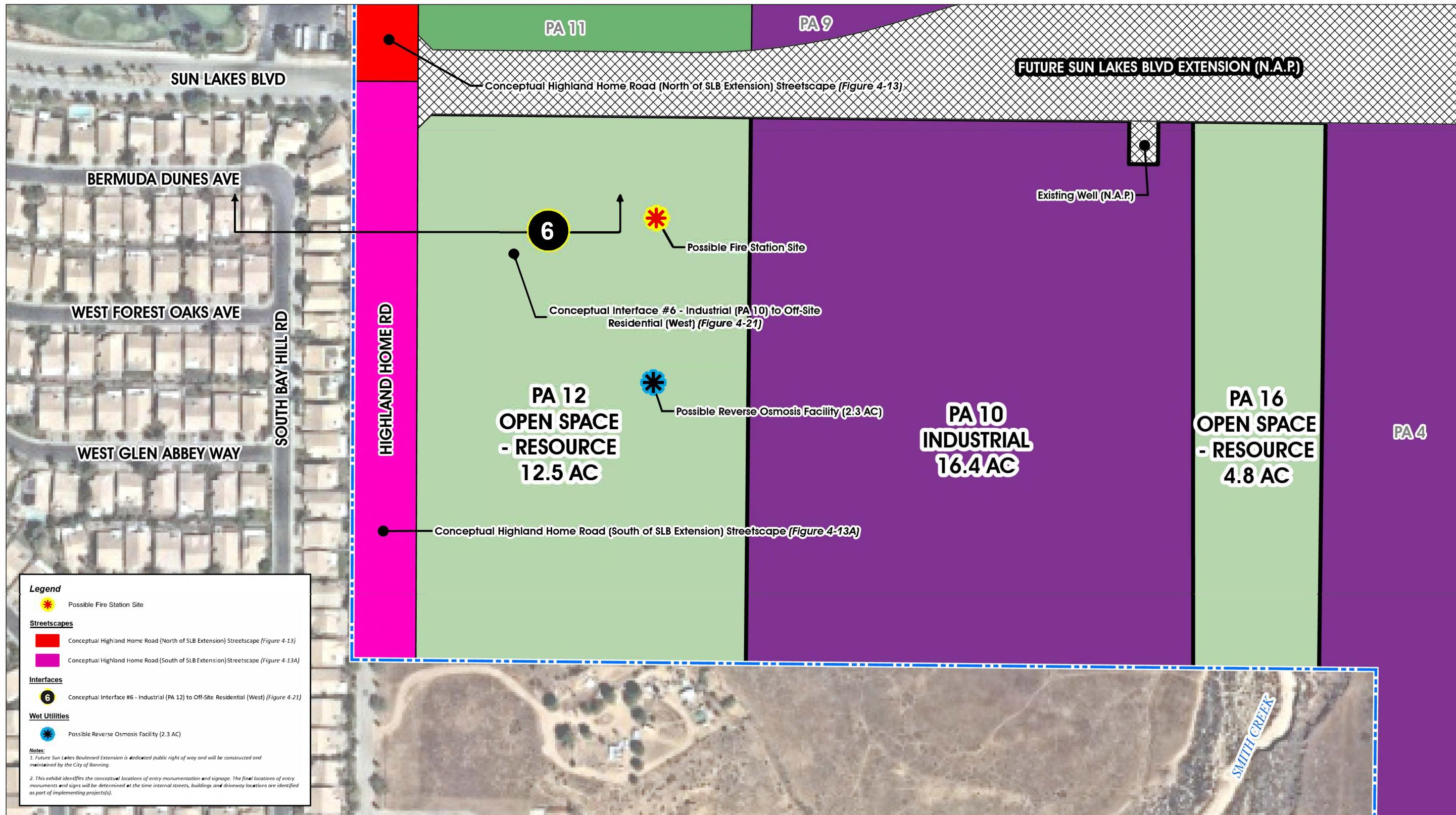
Source(s): ESRI, Nearmap (2022), Proactive Engineering Consultants (09-2021), Hunter Landscape (2021)

FIGURE 3-4



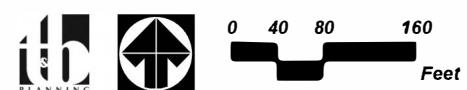
Source(s): ESRI, Nearmap (2022), Proactive Engineering Consultants (01-2023), Hunter Landscape (2021), ADS (03-21-2021)

FIGURE 3-5



Source(s): ESRI, Nearmap (2022), Proactive Engineering Consultants (01-2023), Hunter Landscape (2021)

FIGURE 3-6



### 3.6. ENERGY EFFICIENCY DEVELOPMENT CRITERIA

Development within SUNSET CROSSROADS is expected to be Energy Efficient consistent with or exceeding the criteria from the California Building Code, Title 24 standards which the City has adopted by ordinance. The Developer and City of Banning recognize that the technological and methodological specifications in the criteria could become obsolete in the future due to advancement over time. In that event, SUNSET CROSSROADS may implement new technologies and methodologies if they achieve at least as much environmental protection and do not result in new or greater significant environmental impacts than the technologies or methodologies specified in the following criteria:

#### 1. Energy Efficient Structures

- a. Enhanced Insulation shall be provided via methods such as rigid wall insulation R-15, roof/attic R-30, etc.
- b. Greatly Enhanced Window Insulation with 0.28 or less U-factor, 0.22 or less SHGC, etc. shall be provided.
- c. Modest Cool Roofs with CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance, etc. shall be provided.
- d. Building roofs shall be ~~solar ready~~ in compliance with solar requirements with of the California Building Code, Title 24 standards.

#### 2. Energy Efficient Heating and Cooling (HVAC)

- a. Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF) shall be provided.
- b. Office space heating within warehouses must utilize heat pumps.

#### 3. Energy Efficient Potable Water

- a. Improved Efficiency Water Heater (0.72 Energy Factor) shall be provided.
- b. Water Efficient Showerheads (1.8 gpm) shall be provided.
- c. Water Efficient Toilets/Urinals (1.28 gpm) shall be provided.
- d. Water Efficient Faucets (0.5 gpm for lavatories; 1.8 gpm for kitchens) shall be provided.
- e. Water Efficient Dishwasher (20% water savings) shall be provided.

#### 4. Energy Efficient Appliances

- a. Energy efficient Lights shall be provided.
- b. Occupant sensing lighting that dims to at least 50 percent when unoccupied shall be within the interior areas of warehouses and offices.
- c. Energy Star Commercial Refrigerators and Commercial Dishwashers shall be provided.

#### 5. Energy Efficient Landscaping

- a. Only low water using plants shall be used.
- b. Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water) shall be used.
- c. Graywater (purple pipe) irrigation system shall be provided on site.

#### 6. Energy Efficient Transportation

- a. A Car/vanpool program with preferred parking shall be provided within SUNSET CROSSROADS.
- b. Secure bicycle storage racks or bicycle lockers, and employee lockers will be provided within the industrial land uses

- c. Development shall provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.
- d. Larger parking spaces will be provided that can accommodate vans used for ride-sharing programs and reserve them for vanpools and include adequate passenger waiting/loading areas.
- e. EV charging stations shall be installed in employee garages/parking areas.
- f. ~~Larger parking spaces will be provided that can accommodate vans used for ride-sharing programs and reserve them for vanpools and include adequate passenger waiting/loading areas.~~
- g.f. Adequate areas for on-site parking, on-site queuing, and truck check-in point will be provided.
- h.g. Development Project installed traffic signals shall be smart signals that can be synchronized and connected to an ITS system.
- i.h. Post signs clearly showing the designated entry and exit points from the public street to the designated onsite truck check-in and truck parking areas.
- j.i. Post signs indicating that all parking and maintenance of trucks must be conducted within the designated onsite areas and not within the surrounding community or public streets.
- j. Development Project street improvements will include sidewalks.
- k. Development Project will include a marketing strategy to promote the project site employer's CTR (Commute Trip Reduction) program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT (Vehicle Miles Traveled). The following features (or similar alternatives) of the marketing strategy are essential for effectiveness.
  - a. Onsite or online commuter information services.
  - b. Employee transportation coordinators.
  - c. Onsite or online transit pass sales.

Development Project will provide tenant's employees material and online resources as a means to promote the commute trip reduction program. With proper implementation and 100 percent of the employees eligible, this design feature is expected to reduce VMT by 4 percent.

- l. Development Project will provide a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips and VMT. Ridesharing must be promoted through a multifaceted approach. Examples include the following
  - a. Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
  - b. Designating adequate passenger loading and unloading and waiting areas or ridesharing vehicles.
  - c. Providing an app or website for coordinating rides.

Development Project as designed, will provide carpool/vanpool/EV parking designated spaces in locations of easy and convenient accessibility to the Project building. As calculated for the Project, with proper implementation and 100 percent employees eligible, the Project is expected to reduce VMT by four percent.

k.

## 4.3.7 ROOFTOP EQUIPMENT

- (1) Rooftop equipment, including but limited to mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, vents, exhaust fans, smoke hatches, and mechanical ducts, should be screened by rooftop screens or parapet walls so as not to be visible from abutting public roads, and publicly accessible locations within SUNSET CROSSROADS.
- (2) Integrate rooftop screens (i.e., parapet walls) into the architecture of the main building. Wood finished rooftop screens are prohibited.
- (3) Design the roofs of Industrial buildings to support the future installation of solar panels.

## 4.3.8 OUTDOOR EMPLOYEE AMENITIES

- (1) Bicycle racks, lockers, and/or storage should be provided at each building or in a common area that serves multiple buildings to encourage non-vehicular circulation.
- (2) Industrial buildings may include patio break areas, pedestrian walkways, seating areas, and overhead structures so that workers do not have to travel off-site for outdoor enjoyment.

*Although provided for illustrative purposes only, the image to the right conceptually shows the location of bike racks at entrances to Industrial buildings within SUNSET CROSSROADS.*



## 4.3.9 OUTDOOR LIGHTING

Outdoor lighting of SUNSET CROSSROADS is an essential architectural component that provides aesthetic appeal, enhances safe pedestrian and vehicular circulation, and adds to security. Lighting within the public rights-of-way shall adhere to any applicable City of Banning outdoor lighting standards.

**All other** LLighting on private property in the Specific Plan should adhere to the following guidelines.

- (1) Minimize glare and “spill over” light onto public streets, open space, Interstate-10, and adjacent properties by using downward-directed lights and/or cutoff devices on outdoor lighting fixtures, including spotlights, floodlights, electrical reflectors, and other means of illumination for structures, parking, loading, unloading, and similar areas.
- (2) Select all lighting fixtures used in the Specific Plan area from the same – or complementary – family of fixtures with respect to design, materials, fixture color, and light color. Use of LED lighting is encouraged.
- (3) Lights should be unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures.
- (4) Neon and similar types of lighting are prohibited except as part of advertising signage within SUNSET CROSSROADS.



*Although provided for illustrative purposes only, the image above conceptually shows the design and locations of lighting for Industrial buildings within SUNSET CROSSROADS.*

#### 4.4.7 WINDOWS AND DOORS

- (1) Recessed doors, windows and wall openings emphasizing massive wall thickness are characteristic elements of the allowed architectural styles. Fully recessed door and window openings are encouraged as well as embellished framing treatments of both to add articulation to the wall surface.
- (2) Consideration should be taken to relate interior building design to pedestrian spaces through generous use of glazing in doors and windows.
- (3) Other enhancements which are encouraged are: recessed windows and doors to create shade and wall articulation, arched windows and doorways, decorative treatments, accent trim or tile at doorways, banded windows to emphasize the horizontal, glazing which follows roof pitch, canvas awnings with complementary accent colors, and wrought iron accents.
- (4) Silver or gold window or door frames, reflective glass or awnings, and metal awnings are all discouraged.

#### 4.4.8 PARKING/VEHICULAR CIRCULATION

- (1) Parking lots should generally be placed away from the street, preferably behind buildings.
- (2) Adequate areas for maneuvering, loading, and emergency vehicle access should be accommodated on site.
- (3) Parking areas should be arranged to minimize conflicts with commercial loading activities
- (4) Large parking lot areas should be divided into a series of smaller connected lots separated by additional landscaping and buildings.
- (5) Commercial loading and parking should generally be located to the side and rear of buildings with the exception of handicap and short-term parking lots which may be sited between the street and building entrances.

#### 4.4.9 SERVICE, LOAD, AND EQUIPMENT AREAS

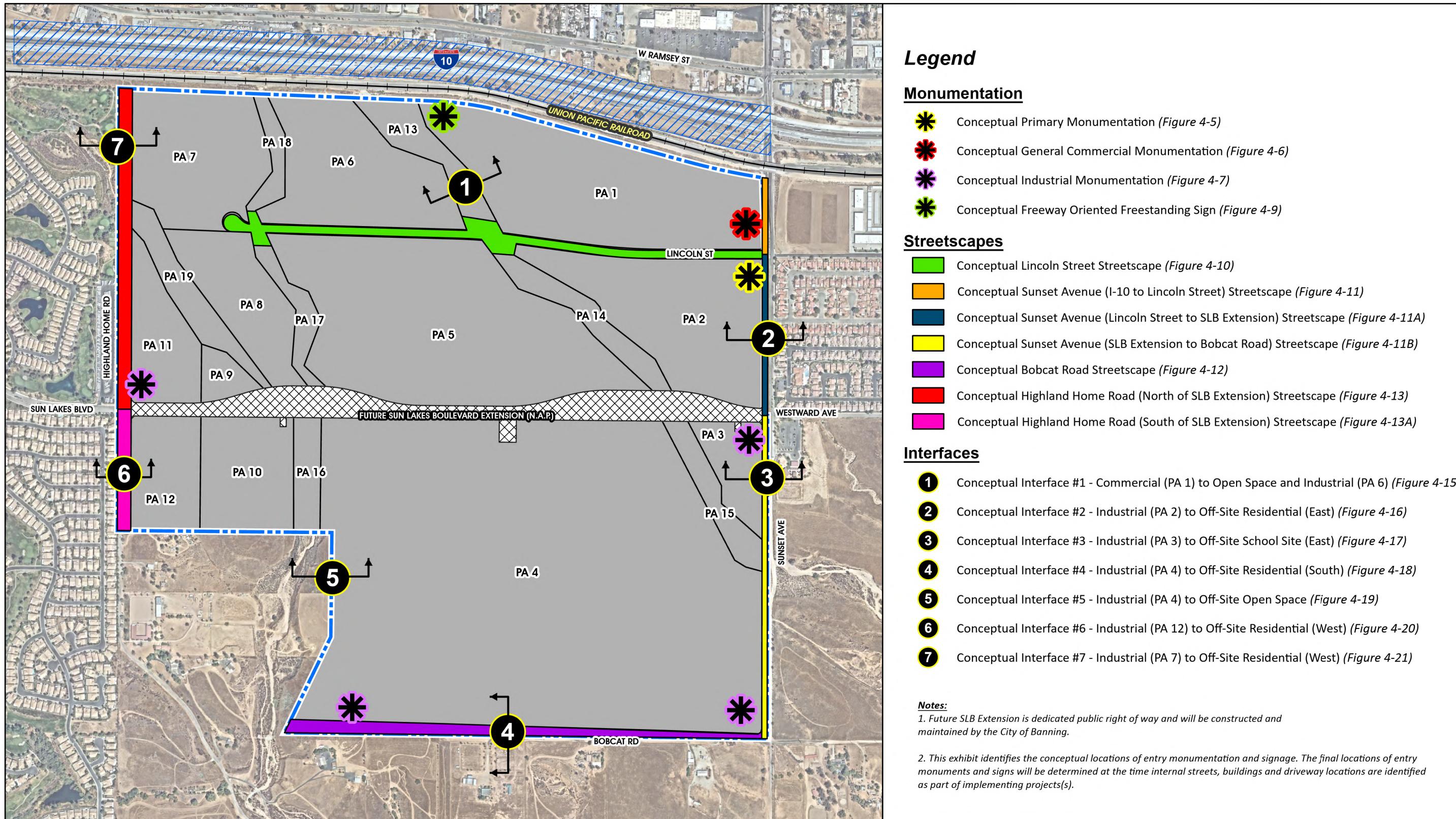
- (1) Storage for supplies, merchandise, and similar materials should be prohibited on the roofs of any buildings.
- (2) Service, loading, and storage areas should be separated from pedestrian and private automobile circulation whenever practical to do so.
- (3) Service areas, loading docks, and equipment areas should be screened from views either by locating these uses within a building or by screening them with landscaping, walls, fences, or other architectural treatments.
- (4) For screening of loading, service, and/or storage areas to be effective, a minimum treatment height of six (6) feet should be used.

#### 4.4.10 OUTDOOR LIGHTING

Outdoor lighting of SUNSET CROSSROADS is an essential architectural component that provides aesthetic appeal, enhances safe pedestrian and vehicular circulation, and adds to security. Lighting within the public rights-of-way shall adhere to any applicable City of Banning outdoor lighting standards.

Lighting on private property in the Specific Plan shall comply with the Development Standards in this Specific Plan and should adhere to the following guidelines.

- (1) All outdoor lighting, including spotlights, floodlights, electrical reflectors, and other means of illumination for structures, landscaping, parking, loading, unloading, and similar areas should be focused, directed, and arranged to prevent glare and illumination on streets or adjoining property.



Source(s): ESRI, Nearmap (2022), Proactive Engineering Consultants (01-2023), Hunter Landscape (2021)

FIGURE 4-1

#### 4.6.5 STREETSCAPES

Streetscapes within SUNSET CROSSROADS are critical to creating a sense of place and maintaining the project's high-quality theme. In addition, streetscapes serve the functional purposes of softening and screening less desirable project elements from public view. Streetscapes throughout SUNSET CROSSROADS should be planted with a combination of street trees, shrubs, and large masses of groundcover. The landscaping Plant Palette for streetscapes links the roadways to the rest of SUNSET CROSSROADS by providing continuity throughout the entire Specific Plan using the Landscape Zones discussed in Section 4.6.1, *Plant Palette*.

Landscape treatments may include elements such as sidewalks, pedestrian paths, and parkway trees to enhance roadway appearances. Landscaping should consist of drought-tolerant plants, colorful shrubs, and street trees in accordance with Table 4-1, *Plant Palette*. Landscaping within the public right of way will be maintained by one or a combination of the following entities: the City of Banning, a Landscape, Lighting Maintenance District (LLMD), a Master Property Owners' Association (MPOA), or a Property Owners' Association (POA). In all instances, an appropriate line-of-sight for entering/exiting vehicles shall be maintained at street intersections within SUNSET CROSSROADS. The conceptual streetscape landscape treatments within SUNSET CROSSROADS are presented on the following pages.

##### ❖ Conceptual Lincoln Street Streetscape (78' ROW)

As shown on Figure 4-10, Lincoln Street Streetscape is a 78-foot right-of-way. The right of way consists of 56 feet of paving with a 6-foot-wide landscaped parkway and 5-foot-wide curbparkway-adjacent sidewalk on one side of the street and a 63-foot-wide curb-adjacent landscaped parkwaysidewalk and 58-foot-wide landscaped parkway-adjacent Class 1 bikeway on the other side of the street. SUNSET CROSSROADS will be constructing the full width of this roadway. The trees, shrubs, and groundcovers planted in the landscape zones along Lincoln Street are in accordance with Table 4-1, *Plant Palette*.

##### ❖ Conceptual Sunset Avenue Streetscape (I-10 to SLB ExtensionLincoln Street) (110' ROW)

As shown on Figure 4-11, Sunset Avenue Streetscape from I-10 to Lincoln Streetthe SLB Extension is a 110-foot right-of-way. The westerly portion of the right of way consists of a 9-foot median and 34 feet of paving including an 8-foot-wide Class II bike lane, with a 4-foot curb-adjacent landscaped parkway and an 8-foot-wide parkway-adjacent Class 1 bikewaysidewalk. The easterly portion consists of a 9-foot median and 34 feet of paving including an 8-foot-wide Class II bike lane, with an 8-foot-wide curb-adjacent sidewalk and a 4-foot landscaped parkway. SUNSET CROSSROADS will be constructing only the west half width of this roadway, including the median plus 10'. The trees, shrubs, and groundcovers planted in the landscape zones along Sunset Avenue are in accordance with Table 4-1, *Plant Palette*.

##### ❖ Conceptual Sunset Avenue Streetscape (Lincoln Street to SLB Extension) (110' ROW)

As shown on Figure 4-11A, Sunset Avenue Streetscape from Lincoln Street to SLB Extension is a 110-foot right-of-way. Each side of the right of way consists of a 9-foot median and 34 feet of paving including an 8-foot-wide Class II bike lane, with a 4-foot landscaped parkway and an 8-foot-wide parkway-adjacent sidewalk. 17 feet of excess right of way to the east may be landscaped as a buffer. The trees, shrubs, and groundcovers planted in the landscape zones along Sunset Avenue are in accordance with Table 4-1, Plant Palette.

##### ❖ Conceptual Sunset Avenue Streetscape (SLB Extension to Bobcat Road) (88' ROW)

As shown on Figure 4-11BA, Sunset Avenue Streetscape from the SLB Extension to Bobcat Road is an 88-foot right-of-way. The westerly portionEach side of the right of way consists of 32 feet of paving, with a 4-foot curb-adjacent landscaped parkway and an 8-foot parkway-adjacent Class 1 bikewaysidewalk. SUNSET CROSSROADS will be

~~constructing only the west half width of this roadway plus 10'.~~ The trees, shrubs, and groundcovers planted in the landscape zones along Sunset Avenue are in accordance with Table 4-1, *Plant Palette*.

❖ Conceptual Bobcat Road Streetscape (78' ROW)

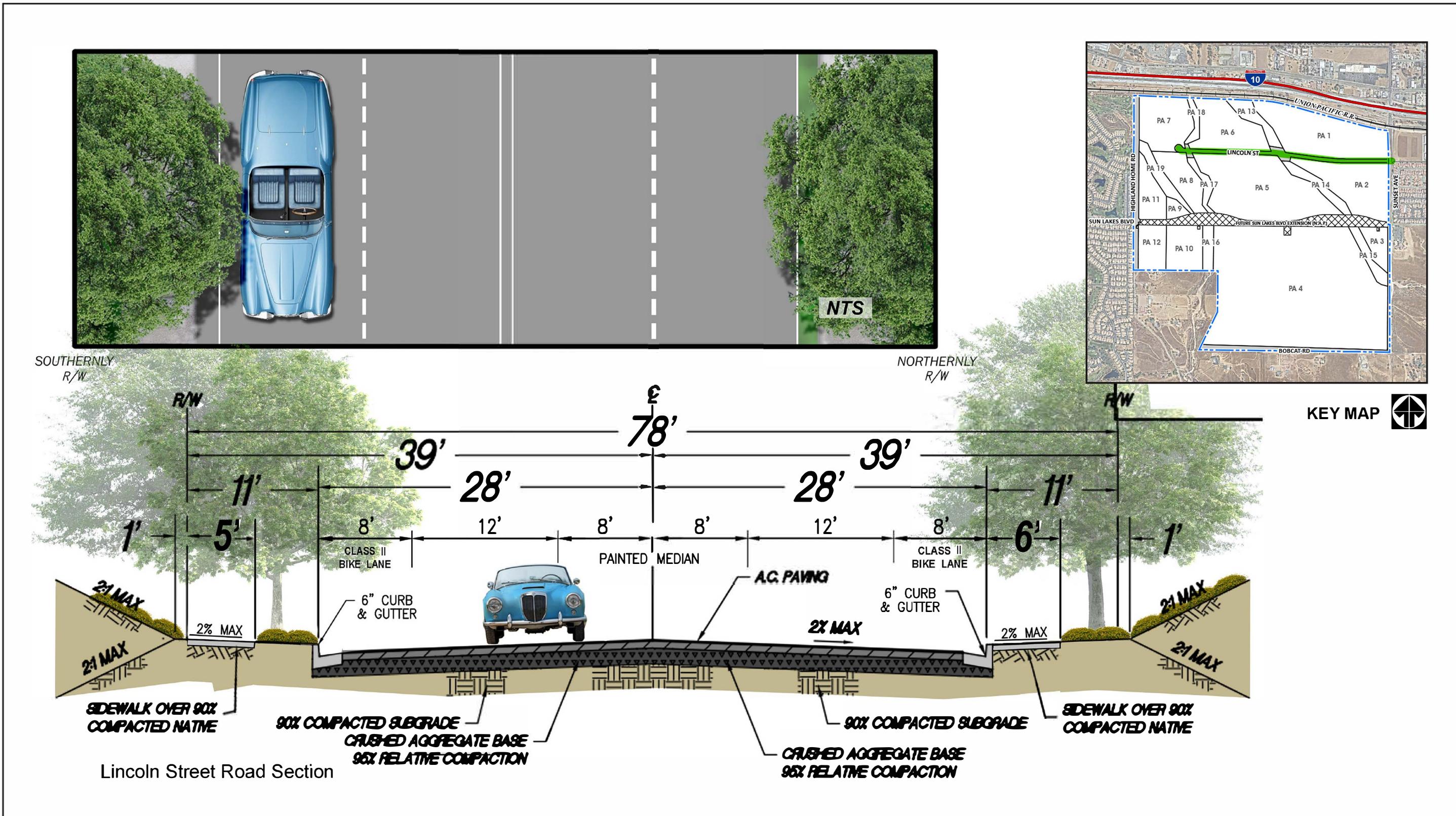
As shown on Figure 4-12, Bobcat Road Streetscape is a 78-foot right-of-way. The northerly portion of the right of way consists of 28 feet of paving ~~including a Class 3~~Class III ~~bikeway~~, with a 56-foot-wide landscaped parkway and 65-foot-wide curb-adjacent sidewalk. SUNSET CROSSROADS will be constructing only the north half-width plus 10' of this roadway. The trees, shrubs, and groundcovers planted in the landscape zones along Bobcat Road are in accordance with Table 4-1, *Plant Palette*.

❖ Conceptual Highland Home Road Streetscape (north of SLB Extension) (66~~88~~88 88' ROW)

As shown on Figure 4-13, Highland Home Road Streetscape (north of SLB Extension) is a ~~n-8866~~ foot right-of-way within a 110-foot dedication. The western portion of the right of way consists of ~~a 12-foot landscaped buffer a 5-foot-wide curb-adjacent sidewalk, a 6-foot-wide landscaped parkway, and 44 feet of paving, including a Class III bikeway adjacent to the curb.~~ SUNSET CROSSROADS will construct the half-width plus 10' of paving along the western boundary, which will terminate at the northern end with a cul-de-sac. The trees, shrubs, and groundcovers planted in the landscape zones along Highland Home Road are in accordance with Table 4-1, *Plant Palette*.

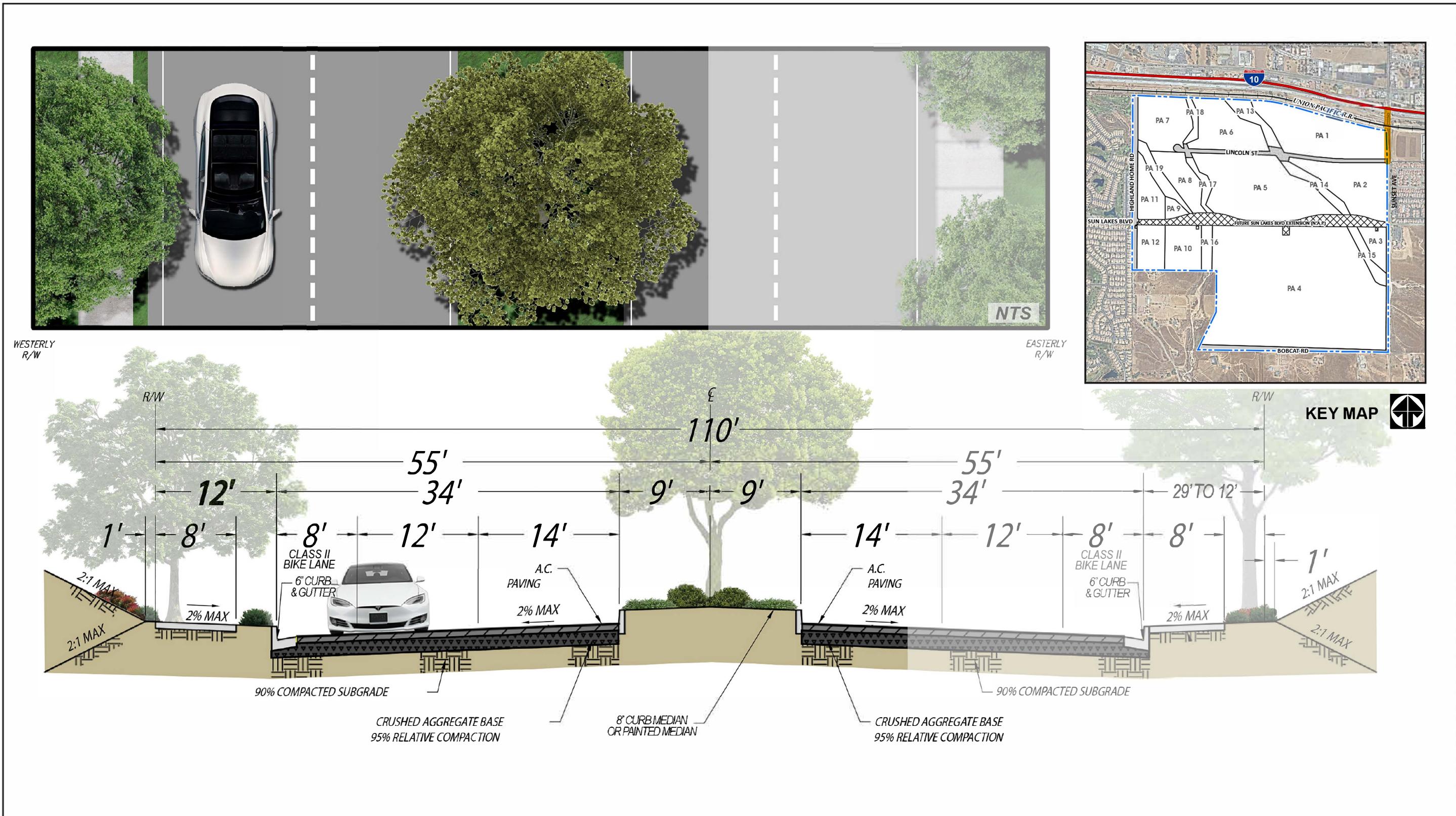
❖ Conceptual Highland Home Road Streetscape (south of SLB Extension) (66' ROW)

As shown on Figure 4-13A, Highland Home Road Streetscape (south of SLB Extension) is a 66-foot right-of-way within a 110-foot dedication. The eastern portion of the right of way consists of 22 feet of paving, ~~including a Class III bikeway, a 65-foot-wide curb-adjacent sidewalk, and a 56-foot-wide~~ landscaped parkway. SUNSET CROSSROADS will complete the existing improvements on the western side of the right-of-way. The trees, shrubs, and groundcovers planted in the landscape zones along Highland Home Road are in accordance with Table 4-1, *Plant Palette*.



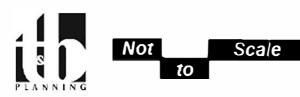
Source(s): Hunter Landscape (12-02-2022)

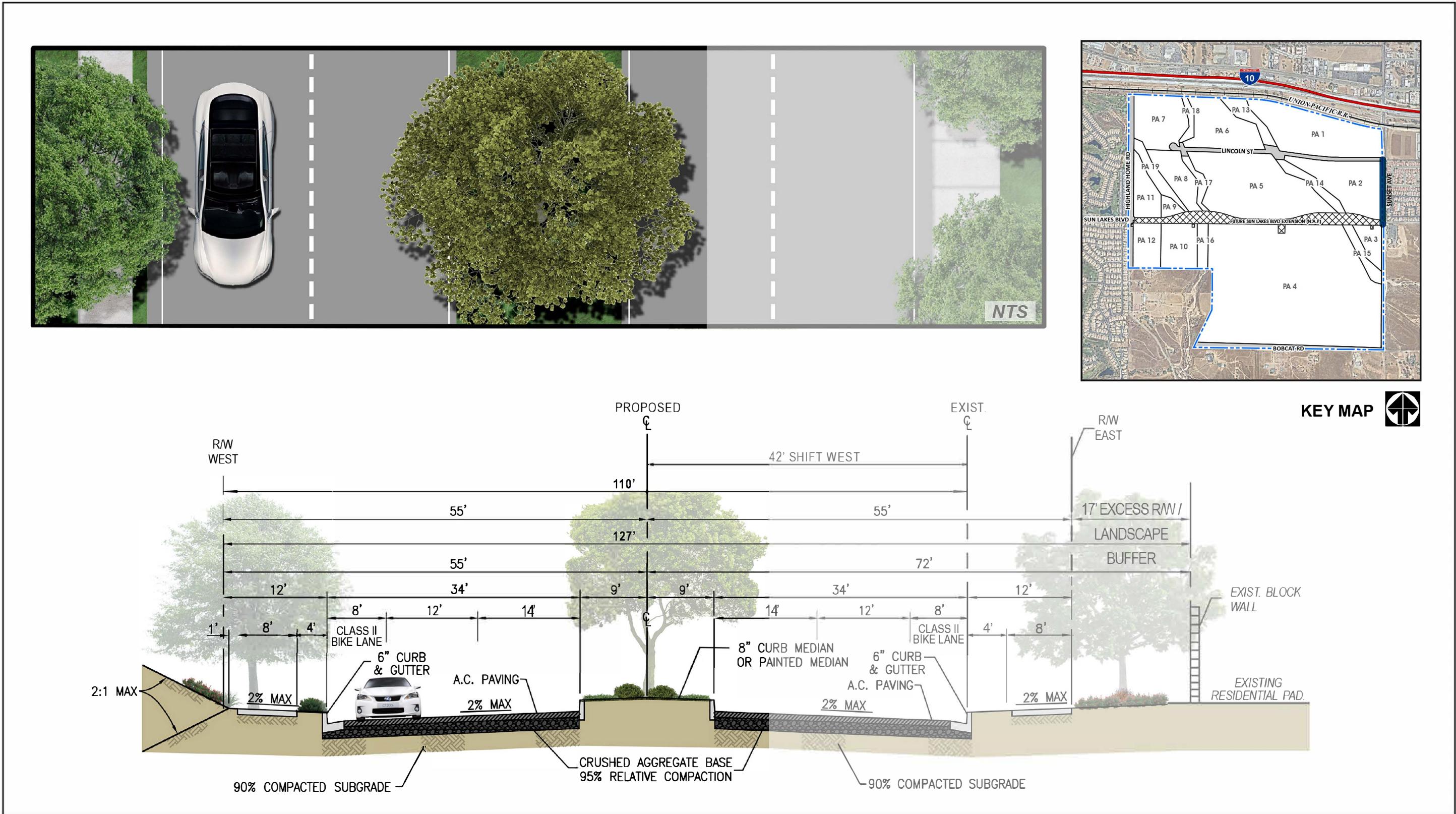
FIGURE 4-10



Source(s): Proactive Engineering Consultants (10-12-2023)

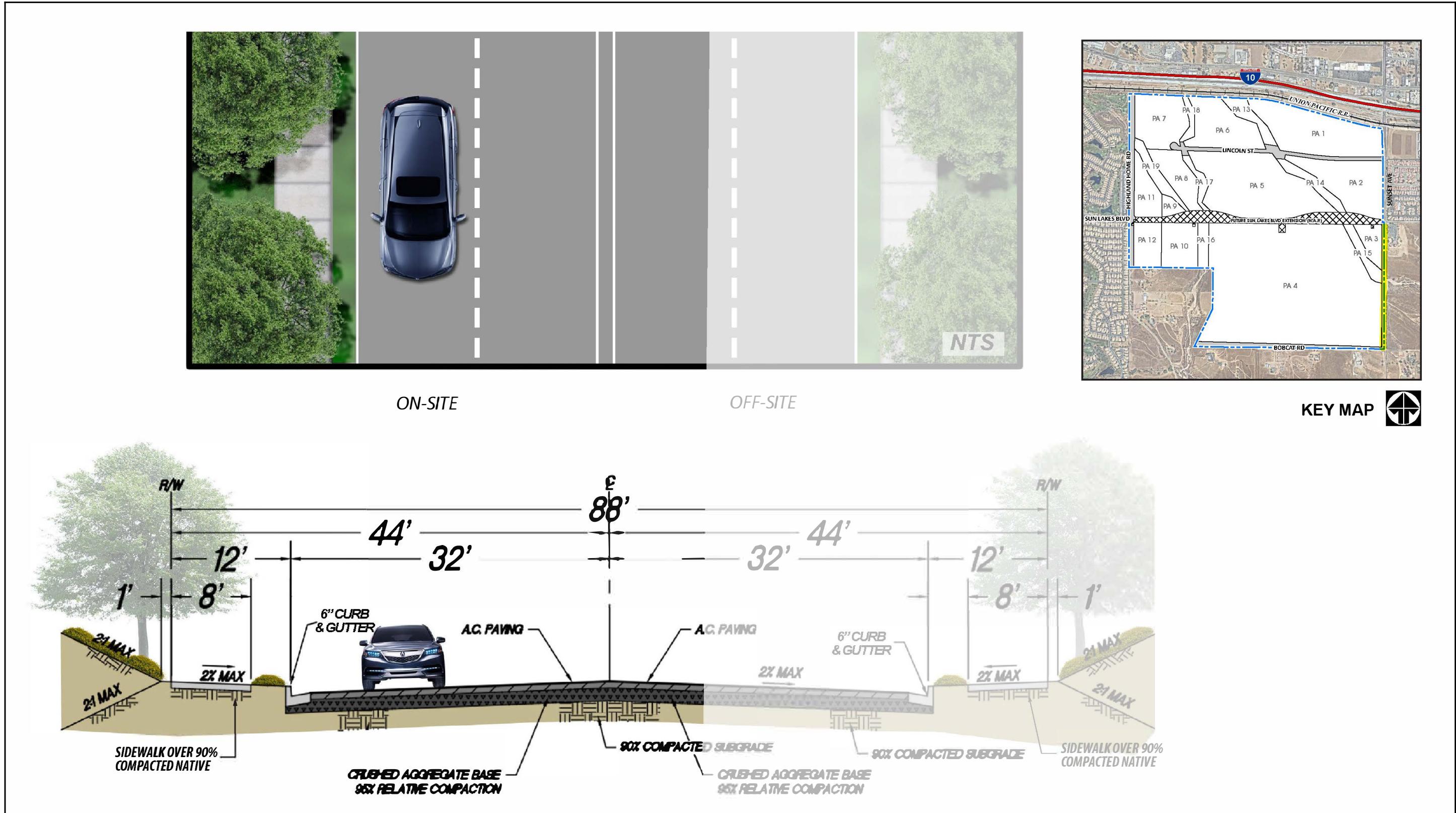
FIGURE 4-11





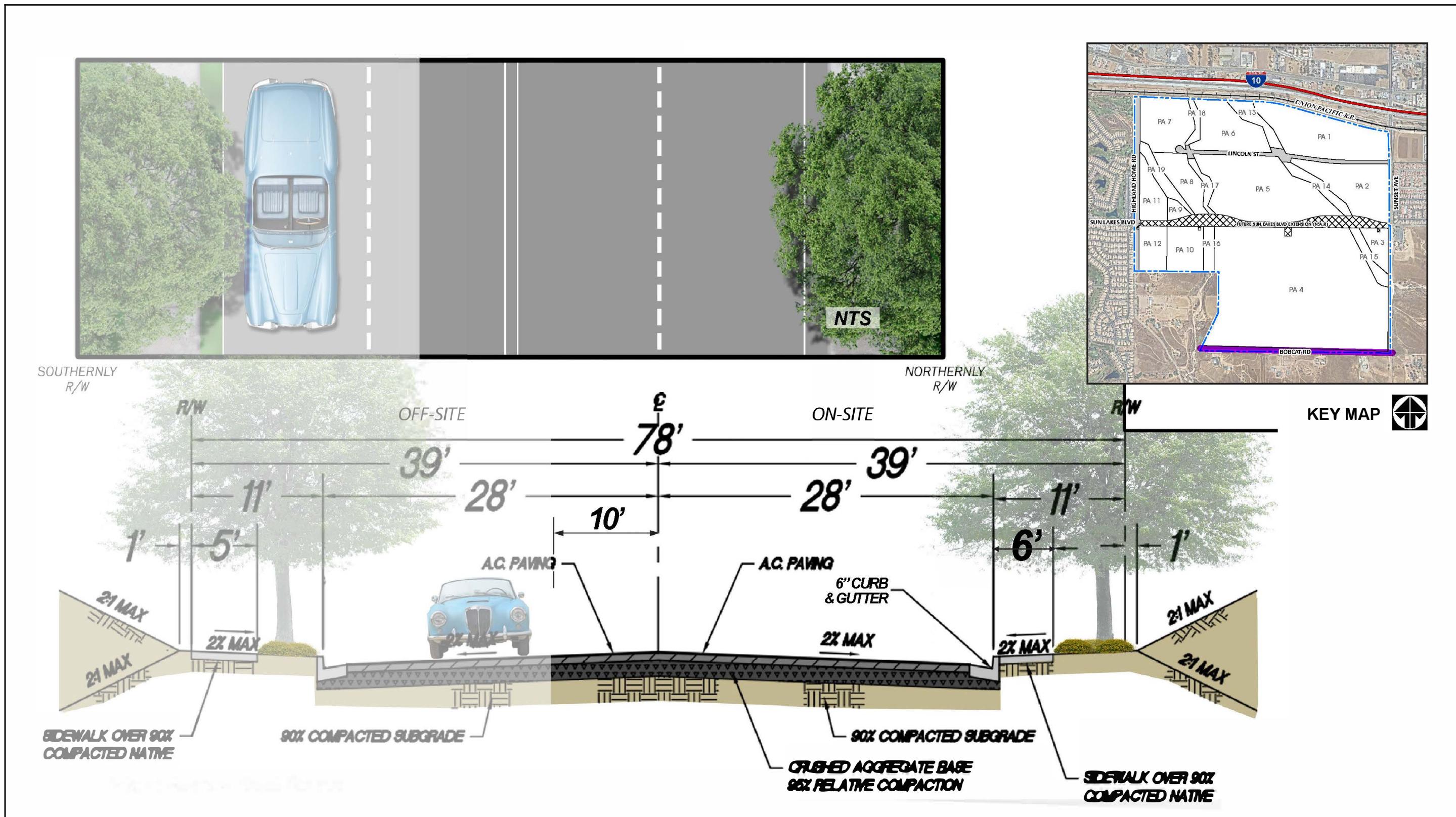
Source(s): Proactive Engineering Consultants (03-06-2024)

FIGURE 4-11A



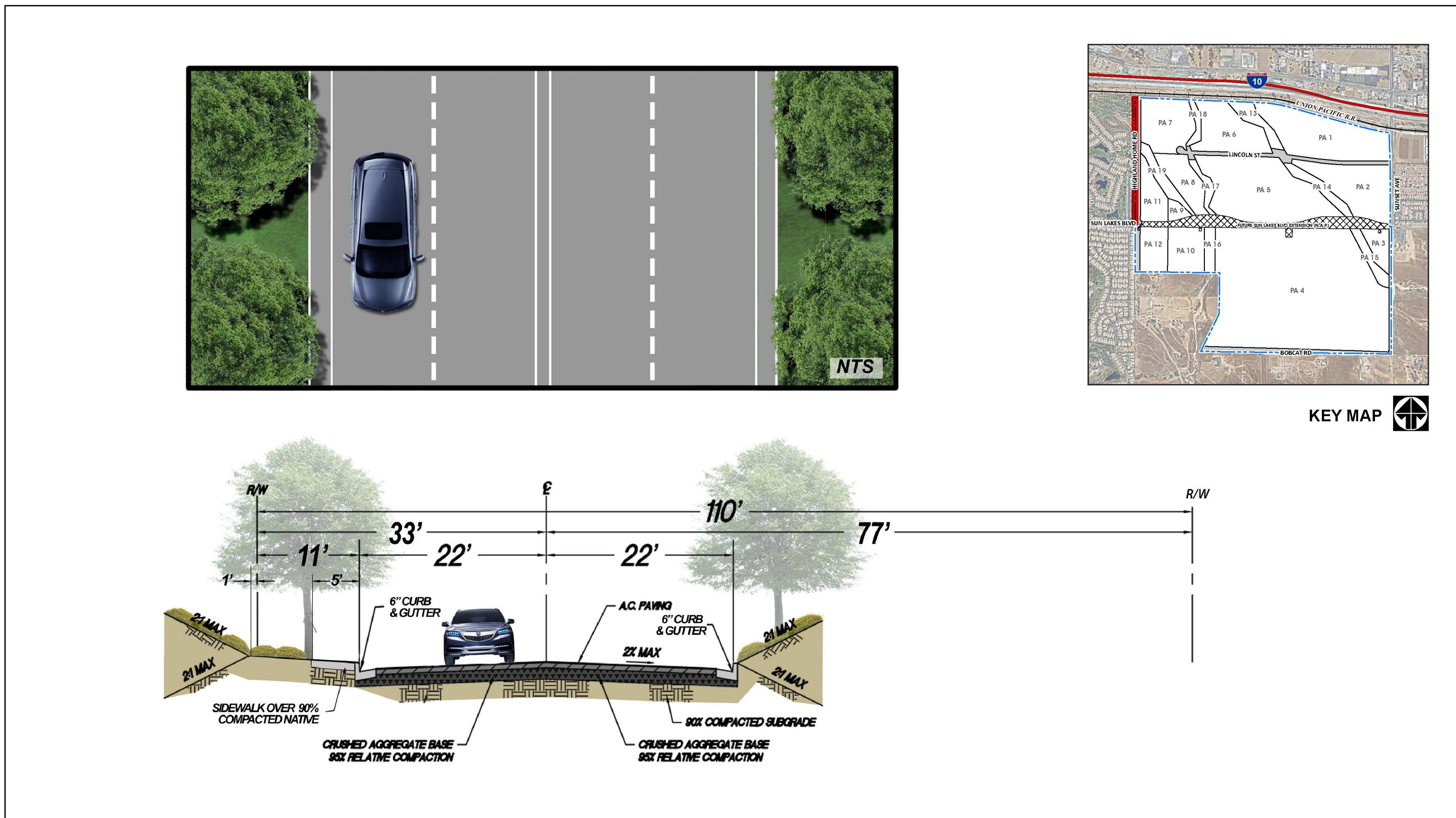
Source(s): Hunter Landscape (02-10-2021)

FIGURE 4-11B



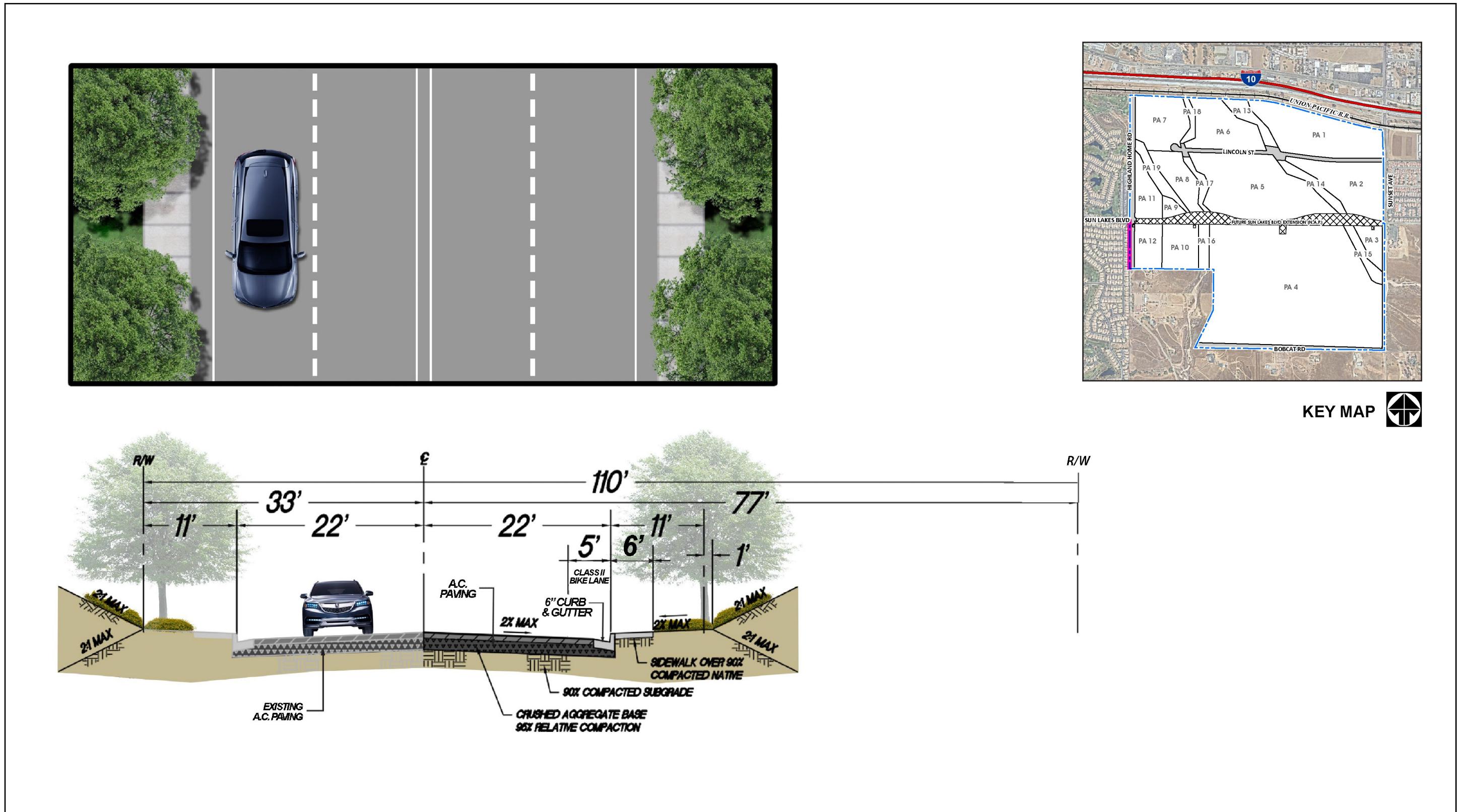
Source(s): Hunter Landscape (01-27-2023)

FIGURE 4-12



Source(s): Hunter Landscape (01-27-2023)

FIGURE 4-13



Source(s): Hunter Landscape (01-27-2023)

FIGURE 4-13A

#### 4.6.7 LANDSCAPE INTERFACES

SUNSET CROSSROADS contains seven (7) distinct Landscape Interfaces, or edge treatments, which buffer at the boundaries of adjacent off-site and dissimilar on-site land uses. The general location of each of these Landscape Interfaces is depicted on Figure 4-1, *Conceptual Master Landscape Plan*. Each of these landscape interfaces are discussed in detail below. The interfaces depicted in this section may be modified by the requirements for fuel modification or brush clearing associated with future applications submitted within this Specific Plan. The types of landscape material and width may be modified if needed to address final building orientations or fire safety. Walls and fences may be provided within these interface locations during the design and implementation of the Specific Plan.

##### 1. Conceptual Interface #1 – Commercial (Planning Area 1) to Open Space & Industrial (Planning Area 6)

Interface #1, as illustrated on Figure 4-15, identifies the interface condition where General Commercial land uses within Planning Area 1 are adjacent to existing natural drainage features within Planning Area 13 to the west and Industrial land uses within Planning Area 6. In this condition, General Commercial land uses are buffered from the existing natural drainage features within Planning Area 13 by a landscape buffer within Planning Area 1. Industrial land uses in Planning Area 6 are buffered from the existing natural drainage features within Planning Area 13 by a basin and a 15-foot-wide sewer easement. The trees, shrubs, and groundcovers within this interface are planted in accordance with Table 4-1, *Plant Palette*.

##### 2. Conceptual Interface #2 – Industrial (Planning Area 2) to Off-Site Residential (East)

Interface #2, as illustrated on Figure 4-16, identifies the interface condition where Industrial land uses within Planning Area 2 are adjacent to the off-site residential uses located to the east. In this condition, Industrial land uses are buffered from the off-site uses by a landscape buffer and the 110-foot-wide right-of-way of Sunset Avenue and 17 feet of excess right of way. The trees, shrubs, and groundcovers within this interface are planted in accordance with Table 4-1, *Plant Palette*.

##### 3. Conceptual Interface #3 – Industrial (Planning Area 3) to Off-Site School Site (East)

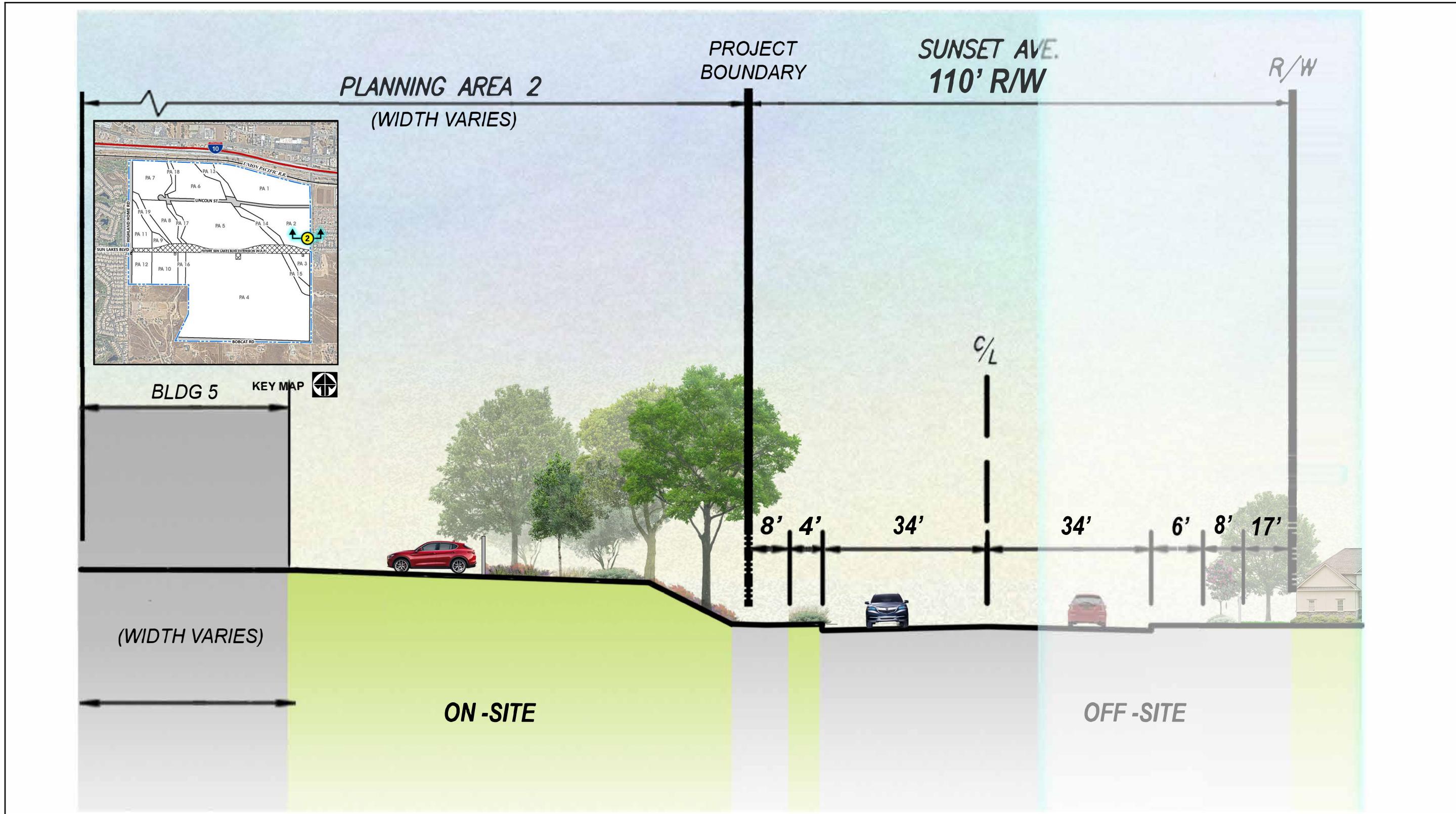
Interface #3, as illustrated on Figure 4-17, identifies the interface condition where Industrial land uses within Planning Area 3 are adjacent to the off-site Mount San Jacinto School Site to the east. In this condition, Industrial land uses are buffered by a landscape buffer along the perimeter of Planning Area 3 and Sunset Avenue. The eastern side of Sunset Avenue contains an existing, built-out 5-foot landscaped parkway and 5-foot-wide non-curb adjacent sidewalk, fronting the MSJC school site. The trees, shrubs, and groundcovers within this interface are planted in accordance with Table 4-1, *Plant Palette*.

##### 4. Conceptual Interface #4 – Industrial (Planning Area 4) to Off-Site Residential (South)

Interface #4, as illustrated on Figure 4-18, identifies the interface condition where Industrial land uses within Planning Area 4 are adjacent to the off-site residential land uses to the south. In this condition, Industrial land uses are buffered from the off-site residential land uses by an infiltration basin, and the 78-foot-wide right-of-way of Bobcat Road. The trees, shrubs, and groundcovers within this interface are planted in accordance with Table 4-1, *Plant Palette*.

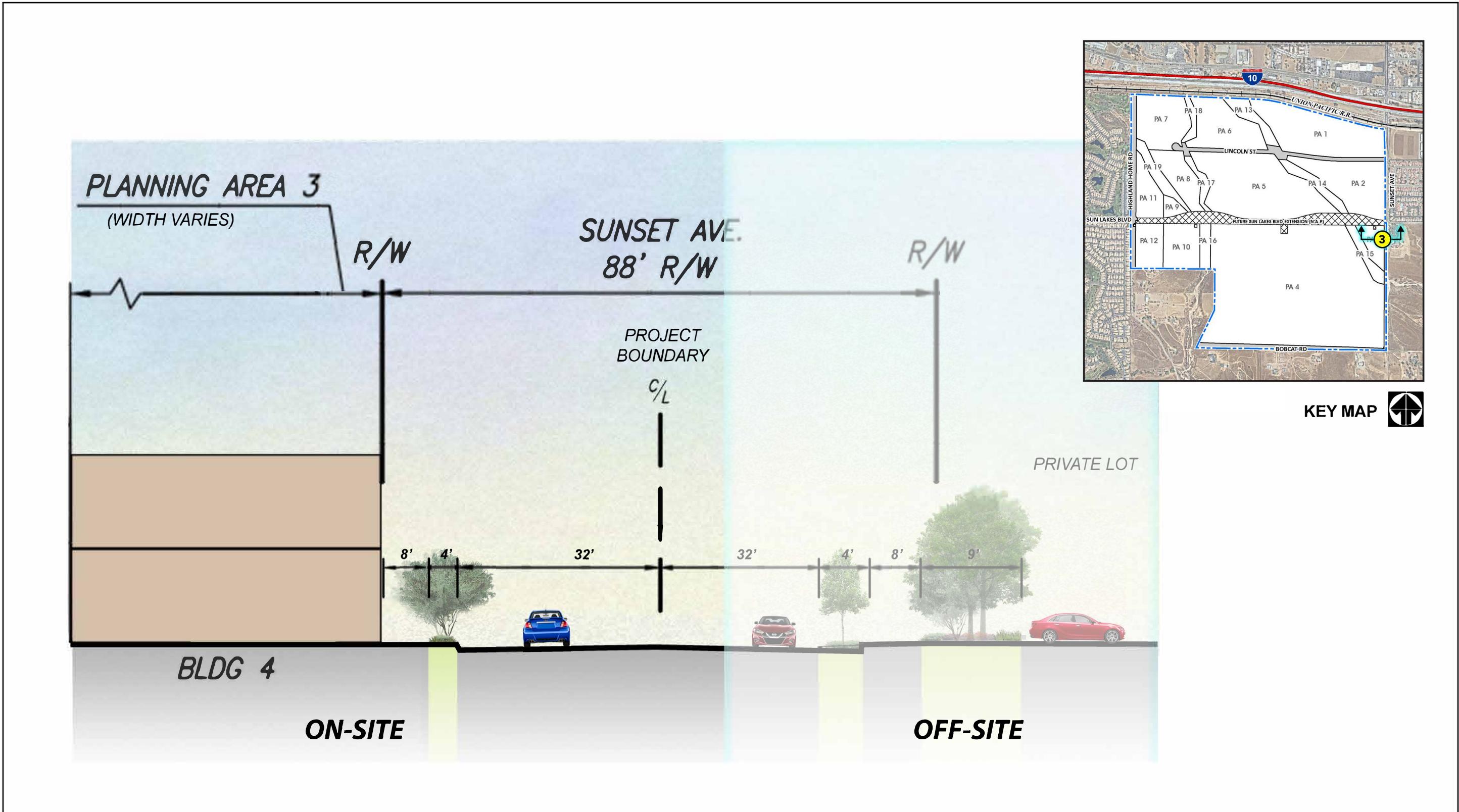
##### 5. Conceptual Interface #5 – Industrial (Planning Area 4) to Off-Site Open Space

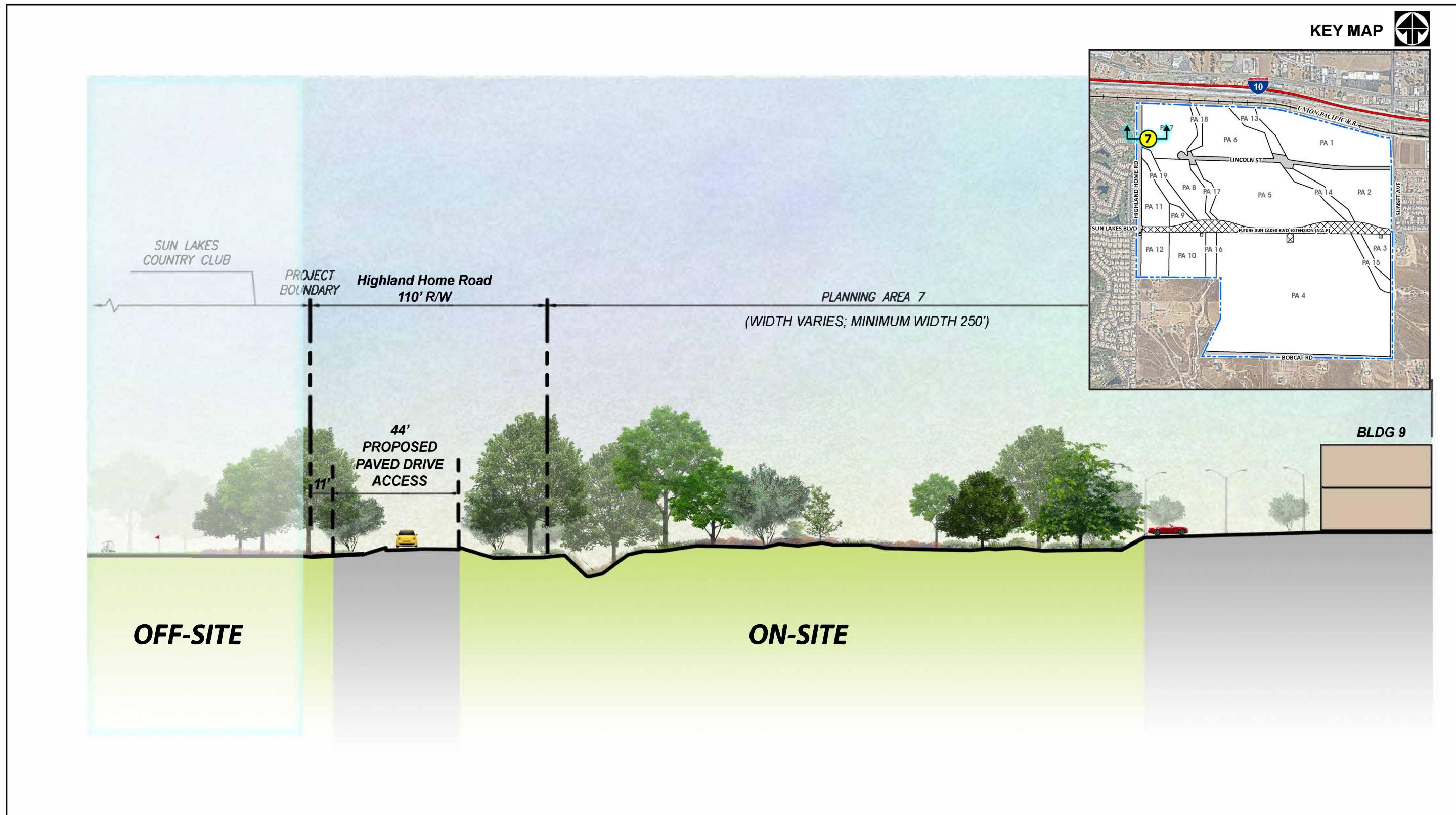
Interface #5, as illustrated on Figure 4-19, identifies the interface condition where Industrial land uses within Planning Area 4 are adjacent to the off-site open space areas to the west. In this condition, Industrial land uses are buffered from the off-site open space areas by a parking area, 40-foot-wide private drive aisle, and a landscape buffer. The trees, shrubs, and groundcovers within this interface are planted in accordance with Table 4-1, *Plant Palette*.



Source(s): Hunter Landscape (01-27-2023)

FIGURE 4-16





Source(s): Hunter Landscape (01-27-2023)

FIGURE 4-21

Guidelines of this Specific Plan. Buildings constructed across Planning Area boundaries or lot lines shall not, by themselves, trigger the requirement for a Specific Plan Amendment.

6. Modifications to landscape coverage that result in reductions in coverage of less than 25% of that stated within the Specific Plan.
7. Modifications to the SUNSET CROSSROADS signage requirements contained in this Specific Plan or to any subsequently approved Specific Plan Sign Program and Signage Design Guidelines.
8. Modifications to the heights of walls and fences by no more than 1 foot.
9. Decrease in parking requirements of not more than 10 spaces with a parking study reviewed and approved by the Community Development Director. Applications submitted within this Specific Plan shall be consistent with parking requirements set forth in the Zoning Ordinance Section 17.28.
10. Other minor changes, deviations, adjustments, alterations, variations or modifications of a similar nature to those listed above or which are deemed minor by the Community Development Director, including (i) minor changes, adjustments, alterations, variations, deviations or modifications to landscape materials, wall materials, wall alignment, entry design, and streetscape design, and the lengths and/or location of streets not identified in the General Plan Circulation Element and or pursuant to modifications on the final map and (ii) minor modifications to the Implementation Regulations (except for the Permitted, Conditionally Permitted, and Ancillary Uses) and Design Guidelines set forth in this Specific Plan, provided such changes, adjustments, alterations, variations, deviations or modifications are consistent with the intent of the Implementation Regulations and Design Guidelines and with the character and intent of the Specific Plan, and in substantial conformance with the City of Banning General Plan.

#### 5.2.4 SPECIFIC PLAN AMENDMENTS

All Specific Plan modifications which do not meet the criteria of a Minor Modification as defined in Section 5.2.3 shall be deemed to require a Specific Plan Amendment. When public hearings are authorized or required to adopt Amendments to the Specific Plan, notices of public hearings shall be provided, and hearings held in accordance with the relevant procedural provisions of the Zoning Ordinance then in effect. Specific Plan Amendments shall be processed in accordance with the applicable provisions of State law provided in California Government Code section 65450 et. seq. and shall be subject to the review and approval of the City Council. The Planning Commission shall first hear and consider applications for Specific Plan Amendments and provide a recommendation to the City Council.

Any Specific Plan Amendment initiated by an applicant requires the filing of a City application and required materials supporting the amendment, submittal of a fee deposit, Planning Commission review and recommendations, and City Council review and final decision.

#### 5.2.5 SPECIFIC PLAN SIGN PROGRAM

Prior to the approval of the first application submitted within this Specific Plan, a comprehensive Specific Plan Sign Program and Signage Design Guidelines for the SUNSET CROSSROADS Specific Plan consistent with the Signage Design Guidelines (Section 4.5) shall be prepared and reviewed pursuant to Section 5.1.4 (*Approval Authority*). The Specific Plan Sign Program and Signage Design Guidelines shall establish provisions for the development and use of signs within the Specific Plan. The Specific Plan Sign Program and Signage Design Guidelines shall exclusively regulate the development and use of all signs within the Specific Plan and shall take precedence over the provisions of the Zoning Ordinance related to signs (Section 17.36.110 - *Sign regulations*).