

BARSTOW INTERNATIONAL GATEWAY SPECIFIC PLAN

Final Draft
November 2025

BNSF RAILWAY

This page is intentionally left blank.

FINAL DRAFT

BARSTOW INTERNATIONAL GATEWAY SPECIFIC PLAN

November 2025

City of Barstow
220 East Mountain View Street #A
Barstow, CA 92311

Applicant:
BNSF Railway
2650 Lou Menk Drive
Fort Worth, Texas 76131

Prepared by:
Kimley-Horn
1100 Town and Country Road
Suite 700
Orange, CA 92868

This page is intentionally left blank.

CONTENTS

1.0 - INTRODUCTION

1.1 Background and Context 1-2
1.2 Historical Background 1-2
1.3 Location and Regional Context 1-2
1.4 Project Summary 1-4
1.5 Specific Plan Boundary 1-6
1.6 Existing Conditions 1-6
1.7 Surrounding Uses 1-6
1.8 Purpose and Objectives 1-6
1.9 Authority and Severability 1-7
1.10 Approval Process and Companion Actions 1-8
1.10.1 Relationship to Other Plans/Processes/Agencies 1-8
1.11 Plan Organization 1-9
1.11.1 Chapter 1 – Introduction 1-9
1.11.1 Chapter 2 – Development Plan 1-9
1.11.1 Chapter 3 – Development Regulations 1-9
1.11.1 Chapter 4 – Design Guidelines 1-9
1.11.1 Chapter 5 – Administration and Implementation 1-9

CONTENTS

2.0 - DEVELOPMENT PLAN

2.1 Land Use Plan 2-2

2.1.1 Rail Yard Overlay 2-4

2.1.2 Transload Warehouse Center (TWC) 2-12

2.1.3 Mojave River Buffer 2-14

2.1.4 Private Solar Power Utility 2-14

2.1.5 Public/Quasi Public – Flood Control 2-14

2.2 Circulation Plan 2-14

2.2.1 Regional Circulation 2-14

2.2.2 BIG SP Circulation Plan 2-16

2.3 Street Improvements 2-16

2.3.1 Private Streets 2-16

2.3.2 Street Vacations and Dedications 2-16

2.4 Infrastructure and Utility Plan 2-32

2.4.1 Water 2-32

2.4.2 Sewer 2-34

2.4.3 Drainage and Grading 2-34

2.4.4 Natural Gas Services 2-36

2.4.5 Electrical Service 2-44

2.5 Public Services 2-44

2.5.1 Fire Service 2-44

2.5.2 Police Service 2-46

2.5.3 Solid Waste 2-46

2.6 Communications 2-46

CONTENTS

3.0 - DEVELOPMENT REGULATIONS

3.1 General Provisions 3-2
3.1.1 Applicability 3-2
3.1.2 Definitions 3-2
3.1.3 Subsequent Building Modification 3-2
3.1.4 Modifications to Development Regulation 3-3
3.1.5 Height 3-3
3.1.6 Grading 3-3
3.2 Permitted Uses 3-3
3.2.1 Permitted and Ancillary Uses 3-3
3.2.2 Interim Uses 3-3
3.3 Development Regulations 3-5
3.3.1 Rail Yard Overlay 3-5
3.3.2 Transload Warehouse Center (TWC) 3-5
3.3.3 Mojave River Buffer 3-6
3.3.4 Private Solar Power Utility 3-6
3.4 Parking 3-6
3.5 Walls and Fences 3-7
3.5.1 Rail Yard Overlay and Private Solar Power Utility 3-7
3.5.2 TWC 3-7
3.6 Lighting 3-8
3.6.1 Rail Yard Overlay and Private Solar Power Utility 3-8
3.6.2 TWC 3-8
3.7 Signage 3-8

CONTENTS

4.0 - DESIGN GUIDELINES

4.1 Purpose and Intent 4-2
4.2 Rail Yard Overlay Design Criteria 4-2
4.3 TWC Design Criteria 4-2
4.3.1 TWC Building Mass, Orientation, and Form 4-3
4.3.2 Façade Articulation and Entries 4-5
4.3.3 Exterior Materials and Colors 4-5
4.3.4 Outdoor Furnishings 4-5
4.4 Private Solar Power Utility Design Criteria 4-6
4.5 General Guidelines 4-8
4.5.1 Landscape Design 4-8
4.5.2 Site Entries 4-8
4.5.3 Conceptual Primary Entry Monumentation 4-9
4.5.4 Conceptual Secondary Entry Monumentation 4-9
4.5.5 Tenant Signage 4-9
4.5.6 Parking and Internal Circulation 4-12
4.5.7 Service Areas and Screening 4-12
4.5.8 Walls and Fences 4-13
4.5.9 Lighting and Security 4-13

CONTENTS

5.0 - ADMINISTRATION AND IMPLEMENTATION

5.1 Administration 5-2

5.1.1 Responsibility 5-2

5.1.2 Applicability & Interpretation 5-2

5.1.3 Discretionary Actions and Approvals 5-2

5.1.4 Severability 5-3

5.1.5 Substantial Conformance 5-3

5.1.6 Minor Modifications to the Specific Plan 5-4

5.1.7 Amendments to the Specific Plan 5-4

5.2 Implementation 5-4

5.2.1 Site Plan Consistency Review 5-4

5.2.2 Consistency Review Checklist 5-5

5.2.3 Site Plan Approval 5-6

5.2.4 Term 5-6

5.2.5 Additional Ministerial Approvals 5-6

5.3 Financing, Maintenance and Ownership 5-6

5.3.1 Financing 5-6

5.3.2 Maintenance 5-6

5.3.3 Covenants, Conditions and Restrictions 5-7

CONTENTS

APPENDIX A - Definitions A-1
APPENDIX B - BIG SP Area APNs B-1
APPENDIX C - Roadway Existing Conditions C-1
APPENDIX D - Street Vacations and Dedications D-1
APPENDIX E - Consistency Review Checklist E-1

TABLES

Table 2-1 Land Use Summary 2-2
Table 2-2 Conceptual Site Plan Cross-Section Detail 2-7
Table 2-3 Rail Service/Intermodal Facility Structures 2-8
Table 2-4 Roadway Configurations and Improvements at Build-Out 2-18
Table 2-5 Service Providers/Agencies 2-32
Table 2-6 Site Grading Cross-Sections Details 2-40/2-42
Table 3-1 Permitted and Ancillary Uses 3-4
Table 3-2 TWC Development Regulations 3-6
Table 3-3 Parking Ratios 3-7
Table 3-4 Fencing 3-7
Table 3-5 TWC Lighting Requirements 3-8
Table 5-1 Review Authority 5-5
Table 5-2 Financing, Ownership and Maintenance 5-7

EXHIBITS

Figure 1-1 Project Location 1-3
Figure 1-2 Specific Plan Area 1-5
Figure 2-1 BIG SP Land Use Plan 2-3
Figure 2-2 BIG SP Conceptual Site Plan 2-5
Figure 2-3 Site Section - Conceptual Site Plan Cross-Section 2-7
Figure 2-4 Railyard Component, Cross-Dock Intermodal Facility 2-9
Figure 2-5 Railyard Component, Closed Loop System 2-11
Figure 2-6 Railyard Component, Block Swap Yard 2-13
Figure 2-7 Lenwood Channel Improvements 2-14
Figure 2-8 Regional Access Routes 2-15
Figure 2-9 Circulation Plan 2-17
Figure 2-10 On-site Circulation Improvements 2-21
Figure 2-11 Main Street - Modified Primary Arterial 2-22
Figure 2-12 Main Street - Lenwood Channel Bridge 2-23
Figure 2-13 Lenwood Road - Modified Primary Arterial 2-24
Figure 2-14 Hinkley Road - Modified Secondary Arterial 2-25
Figure 2-15 Hinkley Road - Bridge 2-26
Figure 2-16 Roadrunner Road and Country Club Drive - Local Street 2-27
Figure 2-17 A, B and F Street - Private Street 2-28
Figure 2-18 C Street - Private Street 2-29
Figure 2-19 D and E Street - Private Street 2-30
Figure 2-20 Site-Section, A Street (Private), Hinkley Road Cross-Section 2-31
Figure 2-21 Conceptual Water Plan 2-33

EXHIBITS

Figure 2-22 Conceptual Sewer Plan 2-35
Figure 2-23 Existing FEMA Flood Zones 2-37
Figure 2-24 Conceptual Stormwater Plan 2-38
Figure 2-25 Conceptual Grading Plan 2-39
Figure 2-26A Site Section, Conceptual Grading Cross-Section 2-42
Figure 2-26B Site Section, Conceptual Grading Cross-Section 2-43
Figure 2-27 Conceptual Electrical Plan 2-45
Figure 2-28 Conceptual Communication Plan 2-47
Figure 4-1 TWC Conceptual Imagery 4-4
Figure 4-2 Design Concept Kit-of-Parts 4-6
Figure 4-3 Shade Structures 4-7
Figure 4-4 Xeriscape Design 4-8
Figure 4-5 Conceptual Primary Entry Monumentation 4-9
Figure 4-6 Conceptual Secondary Entry Monumentation 4-9
Figure 4-7 Monumentation and Signage Location Plan 4-10
Figure 4-8 Conceptual Directional Signage 4-11

This page is intentionally left blank.

This page is intentionally left blank.

INTRODUCTION

1

This Chapter explains the Specific Plan's regional context, background and existing conditions, project summary, purpose and objectives, authority to prepare, relationship to existing plans and policies, and planning process and entitlements.

1 INTRODUCTION

1.1 BACKGROUND AND CONTEXT

Specific plans are a mechanism to ensure that projects develop in an organized and a cohesive manner. Specific plans incorporate a development framework for detailed land use, circulation, and infrastructure, including stormwater drainage, sewer, water, and energy facilities. Development regulations and design guidelines are also included to guide and regulate site planning within the specific plan area ensuring quality design and organized development.

Barstow International Gateway Specific Plan ("BIG SP" or "Specific Plan") is prepared on behalf of BNSF Railway ("BNSF") and establishes the procedures and requirements to approve and implement the new development of the Barstow International Gateway (BIG) within the specific plan boundary (BIG SP area) as part of the entitlement process. Appendix A, Definitions, further describes project specific operations.

1.2 HISTORICAL BACKGROUND

The Barstow area became a mining center in the late 1800s after silver was discovered in the Calico Mountains. After the discovery of silver in 1882, the railroad was constructed by Santa Fe Railway, with the main line rail tracks running east-west in tandem with historic U.S. Route 66, known as an original highway and gateway for travelers and immigrants entering the state. Figure 1-1, Project Location, depicts the BIG SP area.

At the end of the 19th century, Barstow was selected as a connection from the Midwest to San Francisco, Los Angeles and San Diego. Accordingly, Barstow was developed as a common rest stop for travelers, creating sufficient jobs to sustain the population. As a result of this growth over several generations, the City of Barstow was incorporated in 1947.

Today, almost all freight traffic to and from Southern California runs through Barstow on BNSF's Southern Transcontinental line from the Ports of Los Angeles and Long Beach ("Ports") to the final consumer.

1.3 LOCATION AND REGIONAL CONTEXT

BIG SP area is located within the Lenwood Census Designated Area (Lenwood), the City of Barstow (City), and an unincorporated portion of the County of San Bernardino (County), in the Mojave Desert's rural south- western portion within California. All of BIG SP area located within the unincorporated County of San Bernardino, is also within the City of Barstow's Sphere of Influence (SOI) area and planned for annexation under the City's adopted General Plan, See Figure 1-2, Specific Plan Area.

Regional access to BIG SP area is provided from Main Street (also known as U.S. Route 66 or National Trails Highway), Interstate-15 (I-15), and State Route 58 (SR 58). Local access to BIG SP area is provided from Hinkley Road and Lenwood Road as shown on Figure 2-9, Circulation Plan.

Why Barstow?

Barstow was founded as a result of the confluence of emerging Southern California railroad and mining industries in the late nineteenth century.

The existing BNSF mainline transcontinental track traverses Barstow and has operated since the early 1870s. This mainline track is BNSF's main transcontinental feed from the Pacific Coast Ports to the interior of the United States and is critical to the local, regional, and national supply-chain and military readiness for the nation's defense.



N.T.S.

Figure 1-1, Project Location

1.4 PROJECT SUMMARY

BIG SP area is primarily a General Industrial land use comprised of approximately 4,335 acres. As described by BIG's Long Term Vision below, the novel Closed Loop System will allow for streamlined distribution. Chapter 2, Development Plan, describes in detail components of the Land Use Plan, which are generally described as follows:

A. Rail Yard Overlay

   a. Ancillary Rail Storage Area
      Refers to an area used for numerous purposes, including a container yard, chassis storage, and equipment and storage of maintenance equipment.

   b. Block Swap Yard
      Refers to a yard where blocks of train cars are transferred between tracks for assembling departing trains. This would optimize train lengths and synchronize trains to their destinations, improving eastbound and westbound train efficiency.

   c. Intermodal Facility (IMF)
      Refers to a rail yard where goods are transferred between trains and trucks. BIG's IMF operates differently than a typical IMF in that most of the containers processed at BIG IMF do not arrive or depart the IMF externally by heavy-duty trucks. Instead, the containers arrive at the BIG IMF by train, are transported via electric hostler trucks internally to/from on-site warehouses for transloading, and then depart by train, through a closed loop system within the BIG SP area.

B. Transload Warehouse Center refers to warehouses that would be designed and dedicated to processing the contents of containers from cross-dock intermodal operations. Goods would be transferred from 40-foot international containers to 53-foot domestic containers, within an on-site "closed loop" operation between BIG's intermodal facility and the transload warehouse center. The project moves containers and goods from trains via on-site, internal electric hostler trucks to warehouses, then back to trains for the onward journey as part of this closed loop system.

C. Mojave River Buffer refers to the northwest portion of BIG SP adjacent to Mojave River that may be used to provide access, utilities, drainage, improvements and a portion will be protected by a conservation easement.

D. Private Solar Power Utility refers to the portion within BIG SP area dedicated to generating electric solar power to serve BIG including one substation, distribution lines, and battery electric storage system (BESS) to support energy generation.

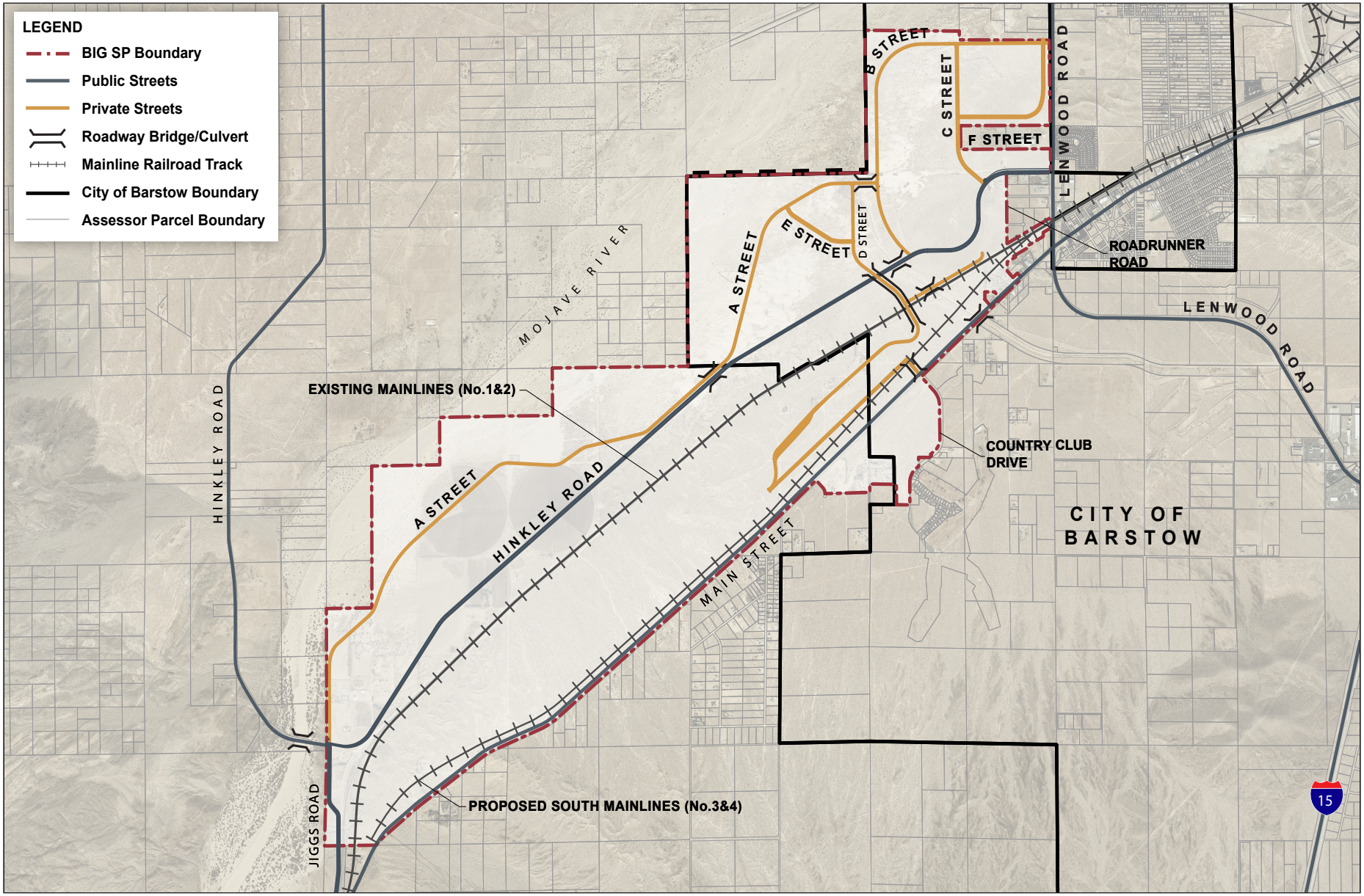
E. Public-Quasi-Public - Flood Control refers to a flood control channel known as the Lenwood channel, which is publicly owned.

F. Roadways - Public and Private road improvements.

BIG's Long Term Vision

Due to growing international and domestic supply chain practices, there is a need for efficiencies in goods movement. BIG's implementation will provide an integrated solution for freight transit within busy southern California rail lines, rail yards, and Ports through its closed loop system.

BIG is planned to be integrated by providing streamlined distribution and creating greater efficiency and operational resiliency of container transport by rail regionally and across the U.S. supply chain.



For clarity, the APN Boundaries at the time of BIG SP approval are summarized within Appendix B and not detailed within this figure.

N.T.S.

Figure 1-2, Specific Plan Area

1.5 SPECIFIC PLAN BOUNDARY

BIG SP area is generally bound by the Mojave River to the north, Main Street to the south, Lenwood Road to east, and Hinkley Road to the west. A portion of BIG SP area is located south of Main Street as illustrated in Figure 1-2, Specific Plan Area. BIG SP area is predominately under BNSF's ownership, with public ownership of a few roadways and flood control facilities within the BIG SP area boundary. Appendix B summarizes the Assessor Parcel Numbers (APN) within the BIG SP area for reference.

1.6 EXISTING CONDITIONS

BIG SP area is primarily vacant desert devoid of tall vegetation and trees within the Mojave Desert. Topographically, BIG SP area gradually slopes north down towards the Mojave River as depicted in Figure 1-2, Specific Plan Area. Main Street is situated higher than much of the Specific Plan area, effectively screening views of the BIG rail yard as depicted in Figure 2-26A & B, Site Section - Conceptual Grading Cross-Section.

The western portion of BIG SP area previously included residential and agricultural areas, while the eastern portion, north of Main Street, featured commercial and industrial uses. The area also contained various structures and elements dispersed throughout. However, these have since been removed. Additionally, a private airstrip ("Depue Airport") is within BIG's proposed private solar power utility footprint.

Additional features include existing BNSF mainline railroad track, the Mojave River and Lenwood Channel. The existing BNSF mainline has been in operation since the early 1870s as described in Section 1.2.1 and traverses BIG SP area in a southwest-to-northeast orientation. The existing rail operations are further described within the Rail Yard Overlay herein.

The Mojave River is a hydrological feature that is an intermittent river that flows underground the majority of the time spanning the eastern San Bernardino Mountains and the Mojave Desert in San Bernardino County, California. The northern portion of the Specific Plan area is within the Mojave River, which is described as the Mojave River Buffer.

The Lenwood Channel is a north-south drainage maintained by San Bernardino County Flood District to convey water from the southeast through the Mojave River Buffer area. This feature is located in both the Rail Yard Overlay and TWC.

Existing access surrounding the SP area is provided by Lenwood Road, Hinkley Road, and Main Street, as well as dirt roads not maintained by the County.

1.7 SURROUNDING USES

The surrounding uses of BIG SP are summarized as follows:

North: Vacant undeveloped land, the Mojave River.

South: Primarily vacant undeveloped land. Some low-density residential uses are south of Main Street.

East: Residential and commercial uses north and south of the existing tracks, including along Main Street.

West: Vacant undeveloped land, the Mojave River.

Beyond the immediately adjacent land uses are rural residential neighborhoods in the North Desert communities of Hinkley, Lenwood, Hodge, Barstow Heights, Yermo, Daggett, Newberry Springs, Kramer Junction, Red Mountain, and further unincorporated San Bernardino County. The schools nearest to the BIG SP area include Lenwood Elementary School, which is located approximately 0.55 miles to the east; Barstow Junior High School, which is located approximately 6.15 miles to the east; and Barstow High School, which is approximately 5 miles to the east.

1.8 PURPOSE AND OBJECTIVES

BIG SP is designed to implement a series of project-specific objectives crafted to ensure BIG develops in an orderly manner with high-quality regulations and design guidelines. BIG's vision is to streamline the movement of goods across local, regional, and national territories to provide integrated rail transit solutions to advance current and future supply chain needs.

Implementation of BIG SP will create a paradigm shift in container transport regionally, nationally, and globally. BIG SP's objectives are to:

A. Increase the speed and reliability, and lower the cost, of moving containerized goods from the San Pedro Bay Ports (Ports) to their end destinations, with the end effect of reducing traffic congestion and associated air emissions from trucking of goods to and from transload facilities, by constructing and operating a freight rail facility that comprises:

    1. an intermodal freight rail yard (IMF) with a "closed loop" connection to an on-site transload warehouse center of sufficient capacity to attract large-scale users of warehouse facilities and justify their adoption of rail transport instead of long-distance, heavy-duty truck transport, and

    2. a block swap yard at the same site as the IMF, to enable blocks of rail cars with the same destination to be combined into a single train, thereby increasing the efficiency of goods movement by rail;

A. Optimize symbiotic facility site design that allows the most efficient interplay between the operations of the block swap, IMF and transload warehouse center to ensure that the site will accommodate projected future demand.

B. Construct and operate the facility in a manner that promotes the public policy goals in the State Rail Plan to reduce the disproportionate impacts of truck-borne goods movement in urbanized and densely populated areas adjacent to Port facilities in southern California.

C. Utilize a single technology platform to track goods throughout their journey from the Ports through the facility to their end destinations, thereby maintaining greater control, awareness, and visibility of goods movement through the supply chain.

D. Design the facility so that its construction and operations do not interfere with or cause delays to existing operations on the mainlines.

E. Locate the facility at a site that would:

    1. be large enough for all BIG components (i.e., intermodal facility, transload warehouse center, block swap yard, additional laydown area, and additional tracks along BNSF's existing mainline);

    2. be positioned along BNSF's existing mainline and near where the Cajon, Mojave, and Needles Subdivision main railroad lines converge (i.e., the "Subdivision Wye");

    3. be positioned near an existing locomotive maintenance facility, or with sufficient space for a new locomotive maintenance facility;

    4. be positioned a reasonable distance from heavily urbanized areas (where land use incompatibilities can be minimized) yet near an existing employment base, freeways, and essential infrastructure;

    5. be relatively level and largely devoid of existing land uses and sensitive biological resources; and

    6. allow for sufficient on-site power generation to the rail yard (i.e., solar farm).

1.9 AUTHORITY AND SEVERABILITY

A "specific plan" is a planning and regulatory tool made available to local governments by the State of California. Specific plans implement an agency's General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between General Plans and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with an adopted General Plan.

BIG SP implements the City's updated General Plan's goals and policies, as amended under the adopted General Plan, serves as an extension of the General Plan, and is both a policy and a regulatory document. The purpose of BIG SP is to implement the vision laid out in the Project Objectives by providing development regulations and design guidelines to direct future development within the BIG SP area.

The authority to prepare and adopt a specific plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. Section 65451 states:

A. Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:

A. The distribution, location, and intent of the uses, including open space, within the area covered by the plan.

B. The distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential faculties will be located within the area covered by the plan and needed to support the land uses described by the plan.

C. Regulations and criteria by which the development will proceed, and regulations for the conservation, development, and utilization of natural resources, where applicable.

D. A program of implementation measures including programs, public works projects, and financing measures.

E. The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

1.10 APPROVAL PROCESS AND COMPANION ACTIONS

1.10.1 Relationship to Other Plans and Processes

1.10.1.1 Pre-Annexation

The City's Sphere of Influence (SOI) was established in 1973 (LAFCO 1292), expanded in 1992 (LAFCO 2703) and expanded again in 1996 (LAFCO 2809). California Government Code Section 56076 states that a SOI is the plan for the probable physical boundaries and service area of a local agency as determined by LAFCO. While the land is in the sphere of influence, the County retains land use authority.

The BIG SP area is entirely within the City or the City's SOI. Prior to adoption of this Specific Plan, the majority of BIG SP area was located within the City's SOI, unincorporated County of San Bernardino jurisdiction, requiring Local Agency Formation Commission (LAFCO) approval of annexation into the City of Barstow of approximately 2,676 acres. The balance of BIG SP, approximately 1,659 acres, was already located within the City of Barstow.

Over one-half of the BIG Specific Plan area is County-zoned Rural Living (RL) and approximately one-third is City-zoned Industrial (I), with the remaining areas County-zoned Agriculture (AG, AG-20) and Floodway (FW), and City-zoned Commercial (C), Diverse Use (DU), Open Space (OS), and Right-of-Way.

1.10.1.2 General Plan

The entire BIG SP area is designated "General Industrial" on the City's adopted General Plan Land Use Diagram furthering the goals and objectives established in the General Plan and zoned "Barstow International Gateway Specific Plan", per Government Code § 65451(5).

SECTION TO BE UPDATED WITH FINAL ACTIONS TO DOCUMENT THE ADMINISTRATIVE RECORD FOR THE GPU AND PRE-ZONING- 3.8.3

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits the adoption and administration of specific plans as an implementation tool for the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan.

BIG SP has been prepared in conformance with the Barstow General Plan's goals and policies, as amended under the updated, adopted General Plan, in defining the use of property outside of City limits but within the SOI, creating new employment opportunities, and providing regulations that support future development. In the adopted General Plan, BIG SP is a cornerstone of the City's Land Use Plan and the focus of the City's future industrial growth and economic development. The adopted General Plan designates the BIG SP area as General Industrial, in which the BIG SP is consistent with the adopted General Plan's forecasted development capacity.

The General Plan Consistency Analysis, included as Appendix C of the BIG SP, discusses how the project implements and exemplifies the goals and policies of the applicable General Plan policies, as amended by the adopted General Plan. Future projects within the Specific Plan must be consistent with this Specific Plan

(Government Code, Sections 65450 through 65457). All projects that are found to be consistent with this Specific Plan will likewise be deemed consistent with the City's General Plan.

1.10.1.3 Zoning

The BIG SP is adopted by resolution and serves as the primary policy and regulatory framework for the BIG footprint. It provides the regulations and development criteria to guide future development of the site. Where conflicts occur between the Barstow Municipal Code (BMC) and BIG SP, BIG SP would prevail. Where regulations are not included in BIG SP, the underlying BMC provisions would apply to the extent they do not conflict with the intent, purposes, and objectives of the BIG SP. The text and diagrams of the Specific Plan address the planning of necessary infrastructure and facilities as well as land uses and open space. Future subdivisions, building permits, and public works projects must be consistent with the Specific Plan (Government Code Sections 65455, 66473.5, 65860, and 65401), along with the Barstow General Plan and applicable law.

1.10.1.4 Development Regulations and Guidelines

Chapter 3 of the Specific Plan provides development regulations that outline permitted uses and include development regulations applicable to specific land uses (i.e., regarding setbacks, buffering, access, building height limits, etc.), as well as provisions applicable to all uses concerning parking, walls and fences, signage, and lighting.

Chapter 4 of this Specific Plan document includes project-specific design guidelines for architecture, colors, materials, walls, signage, and lighting. Upon BIG SP adoption, the specific plan's design guidelines will control the design elements of any implementing projects and will supersede the City's design guidelines. If the specific plan design guidelines do not include a topic that may apply to a project, the relevant City regulations would apply to the extent they do not conflict with the intent, purposes and objectives of the BIG SP. BIG SP complies with the BMC (Chapter 19.22, S.P. Specific Plan District) governing the content of specific plans and procedures for their adoption and enforcement.

1.10.1.5 California Environmental Quality Act

Pursuant to the requirements of the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) has been prepared to analyze the potential environmental impacts of adoption and implementation of BIG SP and associated offsite improvements, and certified as part of the City's approval of the adopted General Plan Update and this Specific Plan.

1.11 PLAN ORGANIZATION

1.11.1 Chapter 1 – Introduction- This Chapter explains BIG SP's purpose, local and regional contexts and setting, background, authority to prepare, relationship to existing plans and policies, and organization.

1.11.2 Chapter 2 – Development Plan- This Chapter explains the conceptual land use plan for the BIG SP area and defines the land use designations unique to the BIG SP area. The circulation, street improvements, infrastructure and utilities, grading, public services, and sustainability are also described.

1.11.3 Chapter 3 – Development Regulations- This Chapter establishes the development regulations that apply to the land uses established in the Land Use Plan, including the permitted uses, regulations applicable to specific land uses (i.e., concerning setbacks, buffering, access, building heights, etc.), as well as other provisions concerning parking, walls and fences, signage, and lighting.

1.11.4 Chapter 4 – Design Guidelines- This Chapter explains design concepts, establishes design guidelines for development within BIG SP area, and illustrates the concept of architectural guidelines and design elements for BIG.

1.11.5 Chapter 5 – Administration and Implementation- This Chapter discusses the development review procedures by the City of Barstow applicable to BIG SP. Implementation of the land uses, including BIG SP adoption, subsequent approvals and plans, substantial conformance findings, and phasing are outlined in this Chapter. Additionally, financing sources and maintenance responsibilities are identified.

The illustrative examples included in this Specific Plan, including graphic illustrations, renderings, and photos, are illustrative, including with respect to the number of buildings, building locations and orientation, and alignment of streets or drive aisles.

Unless otherwise specified, all graphic illustrations, photos and plans are conceptual and shall be interpreted as one possible design and shall not be considered final.

Specific details set forth in the Specific Plan pertaining to the Railyard are considered definitive.

This page is intentionally left blank.

This page is intentionally left blank.

DEVELOPMENT PLAN

2

This Chapter explains the conceptual land use plan for the BIG SP area and defines the land use designations unique to BIG SP. The circulation, street improvements, water, sewer, drainage, grading, dry utilities, and public services, are also described.

2 DEVELOPMENT PLAN

This Chapter discusses BIG SP land use plan and defines the land use designations unique to the development. The circulation, street improvements, infrastructure and utilities, grading, and public services plans, are also described at a conceptual level to guide future development and infrastructure improvements.

The development plan outlines the land use and infrastructure planning for the BIG SP area with the following components:

A. Land Use Plan

B. Circulation Plan

C. Street Improvements

D. Infrastructure and Utility Plan

E. Public Services

2.1 LAND USE PLAN

BIG SP Project consists of the development of up to 9.15 million square feet (MSF) of Industrial uses, which includes up to 9 MSF of transload warehousing and approximately 150,000 square feet (SF) of various buildings to support rail-related and ancillary uses.

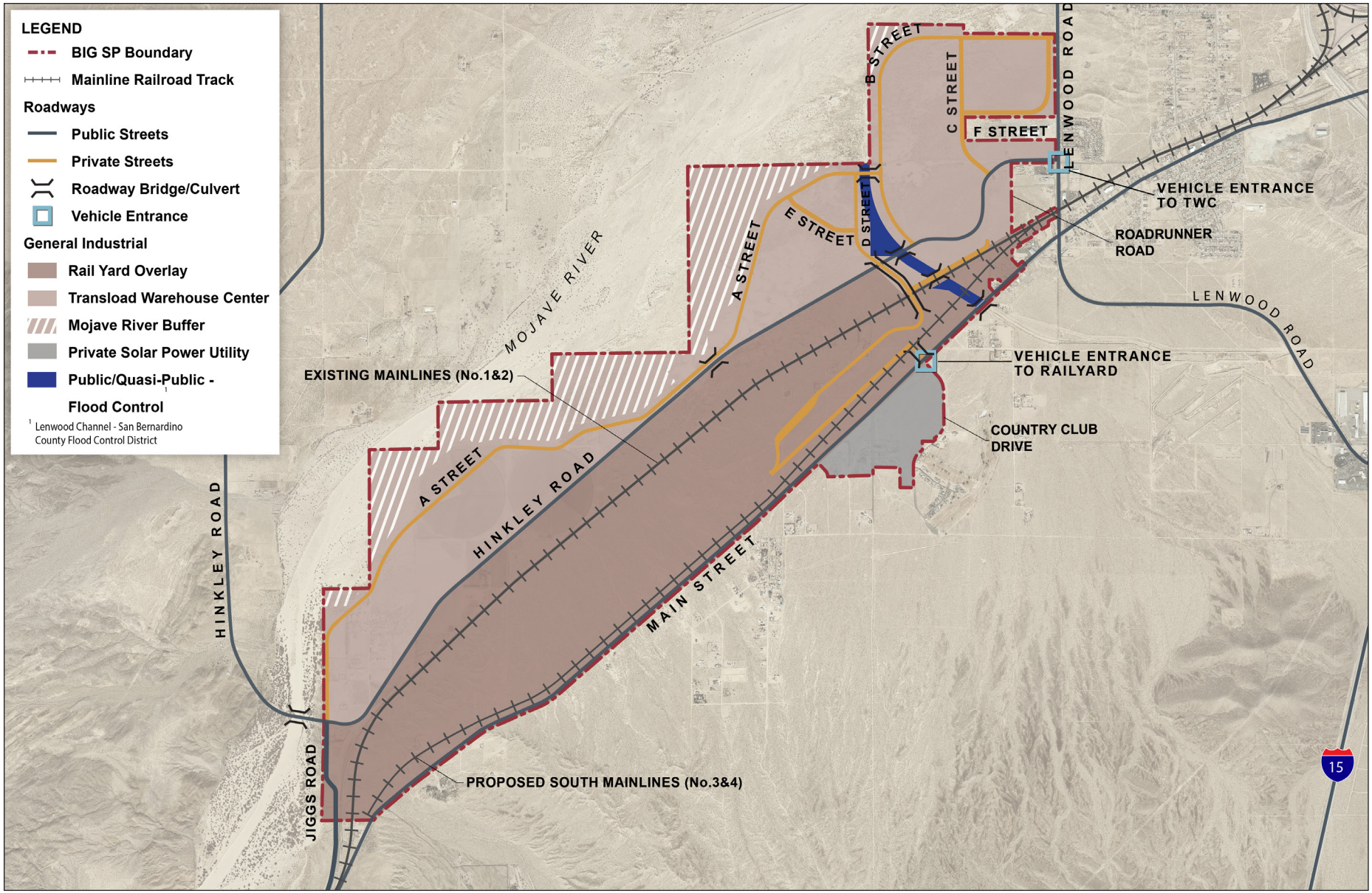
BIG SP has a General Industrial land use designation and proposed improvements, which are brought together through the use of development regulations and guidelines. The existing Public/ Quasi-Public - Flood Control within the BIG SP area will remain to accommodate the Lenwood Channel. Table 2-1, Land Use Summary, summarizes the land use acreages, building areas, and maximum Floor Area Ratio (FAR). Individual land use square footage and layout may vary with implementation so long as the FAR does not exceed the maximum amount for the respective land use.

Figure 2-1, BIG SP Land Use Plan, provides the overall land use summary for the BIG SP area and guides the development of the anticipated industrial, public/ quasi-public, and roadway uses.

TABLE 2-1: LAND USE SUMMARY

Land Use	Gross Acreage[1]	Square Feet (SF)[2]	FAR
General Industrial			
Rail Yard Overlay	1,954	150,000 SF	0.35[3]
Transload Warehouse Center	1,333	9,000,000 SF	0.65[4]
Mojave River Buffer	676		
Private Solar Power Utility	137		
Sub-Total	4,100		
Public/Quasi-Public			
Flood Control	65		
Sub-Total	65		
Roadways[5]			
Private Roadways	80		
Public Roadways[6]	90		
Sub-Total	170		
TOTAL Development Area	4,335	9,150,000 SF	

[1] Acreages are approximate gross areas and subject to survey verification.
[2] Building square footages are approximate and summarized in million square feet (MSF).
[3] FAR for Rail Yard Overlay is considered maximum.
[4] FAR is calculated from total building square footage within the TWC land use designation.
[5] Roadway acreages have been rounded for purposes of planning documents, and will finalized upon completion of the engineering documents.
[6] Public roadway acreage accounts for partial R/W vacation of Main Street and Lenwood Road along the project frontage.



N.T.S.

Figure 2-1, BIG SP Land Use Plan

The General Industrial land use designation includes the following uses specific to BIG SP:

A. Rail Yard Overlay (Section 2.1.1)

B. Transload Warehouse Center (TWC) (Section 2.1.2)

C. Mojave River Buffer (Section 2.1.3)

D. Private Solar Power Utility (Section 2.1.4)

E. Public/ Quasi-Public - Flood Control (Section 2.1.5)

BIG SP also includes a description of infrastructure improvements including streets along with wet and dry utilities. These components are briefly described in the following sections.

Figure 2-2, BIG SP Conceptual Site Plan, provides detailed uses within BIG SP and includes the development plan of the Rail Yard Overlay, TWC, Mojave River Buffer, Private Utility and Public/ Quasi Public - Flood Control. The TWC portion of this conceptual site plan is for illustrative purposes only. The final site plan for Site Plan Review may be different based on the final design.

The Tentative Tract Map (TTM) for the Big subdivision establishes a conceptual lotting pattern consistent with the land use designations identified in the Specific Plan. Private streets are identified as lettered lots, with final alignments to be confirmed during the final engineering phase. Lots numbered 6, 7, 8, 14, 18, 22, 24, 25, 49, 55, 80 are designated for use as landscape buffers and/or utility improvements, and not intended as developable area. Additional details regarding plats and subdivision implementation are provided in Section 5.1.3.2, Plats and Subdivision.

2.1.1 Rail Yard Overlay

The Rail Yard Overlay ("Rail Yard") is for the area generally bound by proposed Hinkley Road to the north, Main Street to the south, Lenwood Road to the east, and vacant land at the terminus of BIG SP area to the west.

The Rail Yard Overlay consists of the following functions:

A. Intermodal Facility (IMF) (Section 2.1.1.1)

   a. Cross-Dock IMF Operations (Section 2.1.1.1.A)

   b. Other IMF Operations (Section 2.1.1.1.B)

   c. Support IMF Uses (Section 2.1.1.1.C)
      - Administration Buildings
      - Maintenance Area
      - Container Stacking

B. Block Swap Yard (Section 2.1.1.2)

C. Ancillary Rail Storage Area (Section 2.1.1.3)

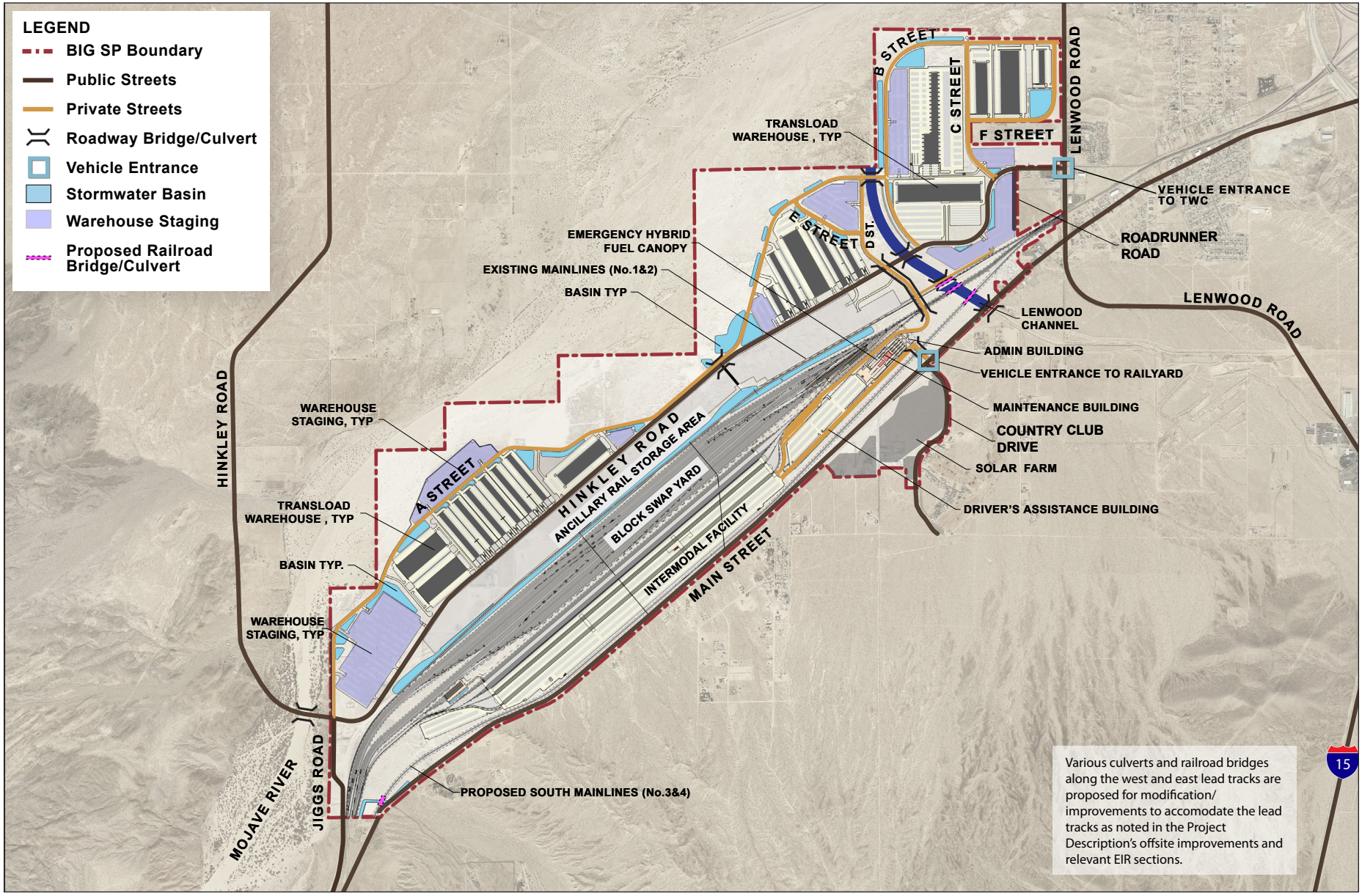
   a. Container Yard

   b. Chassis Storage

   c. Equipment Maintenance

Like other rail yards, this Rail Yard will operate 24 hours per day, 365 days per year.

A site cross-section is provided in Figure 2-3, Conceptual Site Plan Cross-Section to illustrate railyard components distribution across the site, and how operations will visually appear. Additionally, the graphic depicts the change in slope from Main Street to the Mojave River as existing and proposed grade, which is further described in Section 2.4.3.3, Grading. The graphic within the cross-section is illustrative in nature and intended to convey Rail Yard Overlay operations. No building structures are shown, and multiple breaks were incorporated to align the site section page constraints.



N.T.S.

Figure 2-2, BIG SP Conceptual Site Plan

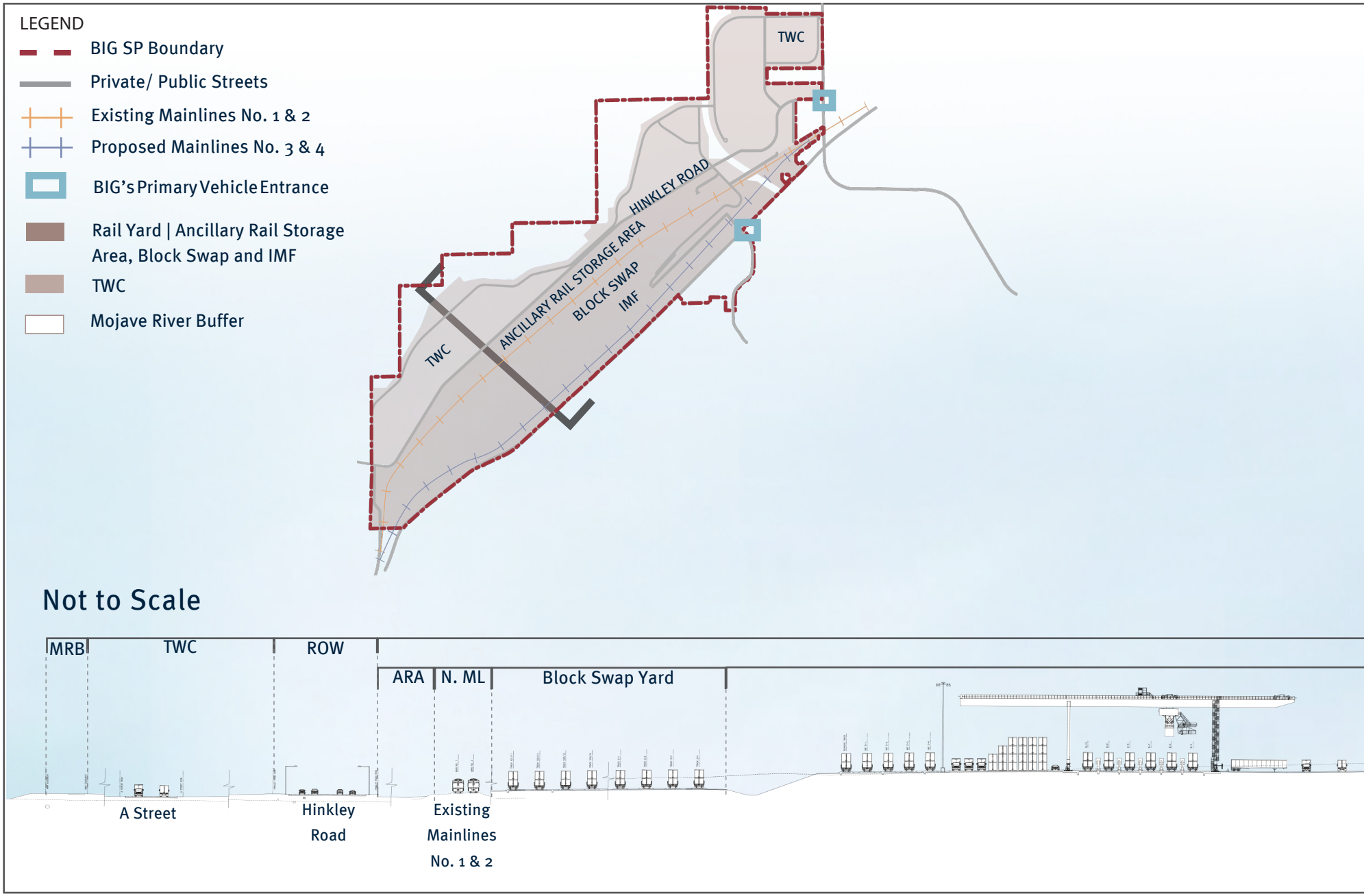

LEGEND
BIG SP Boundary
Private/ Public Streets
Existing Mainlines No. 1 & 2
Proposed Mainlines No. 3 & 4
BIG's Primary Vehicle Entrance
Rail Yard | Ancillary Rail Storage Area, Block Swap and IMF
TWC
Mojave River Buffer
TWC
HINKLEY ROAD
ANCILLARY RAIL STORAGE AREA
BLOCK SWAP
IMF
TWC
Not to Scale
MRB
TWC
ROW
ARA
N. ML
Block Swap Yard
A Street
Hinkley Road
Existing Mainlines No. 1 & 2

TABLE 2-2: CONCEPTUAL SITE PLAN CROSS-SECTIONS DETAILS

Site Plan Area (Left to Right)	Total Acres (approximate) within BIG SP	Distance between Site Plan Areas within Cross-Section
Mojave River Buffer (MRB)	680	40′
Transload Warehouse Center (TWC)	1,330	2,700′
Hinkley Road Right-of-Way (ROW)	37	100′
RailYard Overlay		4,110′
Ancillary Rail Storage Area (ARA)	400	910′
Existing Mainline Track No. 1 & 2 (N. ML)	187	260′
Block Swap Yard	410	1,100′
Intermodal Facility (IMF)	770	1,630′
New Mainline Track No. 3 & 4 (S. ML)	187	200′

Note: All distances are approximate and are measured based on the specific cross-section. Distances between Site Plan Areas and grading varies across BIG SP area. These cross-sections are conceptual in nature and may change with final engineering.

Breaks within cross-section were determined to depict Rail Yard Overlay details and entire BIG SP area within one page. Proposed buildings are not depicted within this cross-section.

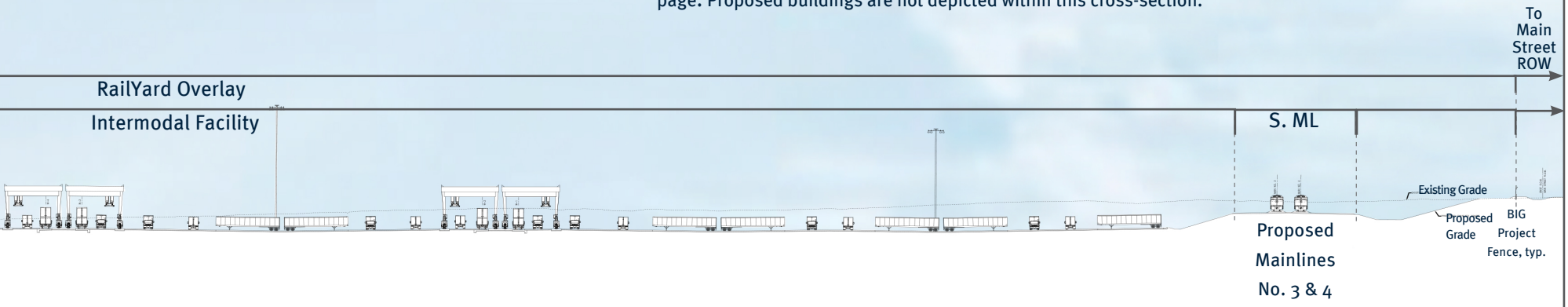


Figure 2-3, Site Section - Conceptual Site Plan Cross-Section

2.1.1.1 Intermodal Facility (IMF)

The IMF is located at the BIG footprint's southern extent of the Rail Yard. The IMF's primary purpose is to transfer containers between railcars and electric hostler trucks for cross-dock movements at on-site transload warehousing and vice versa, as described in more detail below under IMF: Cross-Dock Intermodal Operations. BIG's intermodal facility would operate differently than typical intermodal facilities in that most of the containers processed at the BIG intermodal facility would not arrive externally by heavy-duty trucks. The purpose is different from the operations at a traditional IMF, where the primary purpose is to transfer containers from heavy-duty trucks to rail cars and vice versa. The BIG IMF will primarily move goods from trains, via electric internal trucks (electric hostlers) to on-site warehouses, then back to trains for onward shipping.

The IMF would be comprised of various components, including railroad tracks, cargo handling equipment, an automated gate system, circulation roadways, yard equipment parking, container parking, stormwater detention ponds, electric vehicle charging stations, and support buildings/ canopies. Containers would be stored in parking spaces and low stacks at the IMF, Ancillary Rail Area, and Cross-Dock TWC locations.

The IMF's support buildings are detailed in Table 2-3, Rail Service/Intermodal Facility Structures. IMF operations will include both Cross-Dock IMF and other typical IMF operations as described below.

2.1.1.1.A Cross-Dock IMF Operations

Under existing conditions, containers arrive at the Ports as 20- and 40-foot international containers. Some of these containers are unloaded from container ships onto heavy-duty trucks, hauled to local warehouses in the Los Angeles Basin, Orange County, and Inland Empire and transloaded into 53-foot domestic containers, while some containers travel even further east before being transloaded. The transloaded 53-foot containers not destined for local use would then continue further eastward by truck to inland destinations (i.e. Dallas, Chicago, Kansas City) or go to traditional railroad IMFs to be put on a train and transported eastward, also to inland destinations. Similarly, goods from inland origins destined for the Ports (exports) would travel west via rail or heavy-duty truck to local warehouses in the Los Angeles Basin, Orange County, and Inland Empire and be transloaded into 20- and 40-foot international containers and then continue by heavy-duty truck to the Port. Under BIG conditions, 20- and 40-foot international containers would be loaded directly onto trains at the Ports and moved to the BIG intermodal facility, utilizing a dedicated fleet of Tier 4 locomotives. At the BIG intermodal facility, containers would be unloaded from the train, transported by electric holsters on private roads to the on-site transload warehouse center, be transloaded as part of the unique cross-dock intermodal move into 53-foot domestic containers, and transported by electric hostlers back to the BIG intermodal facility, loaded onto outbound trains, where the containers could depart directly from the intermodal facility or be switched over to the block swap yard to be combined with other containers on blocks of rail cars bound for eastward destinations. See Figure 2-4, Railyard Component – Cross-Dock Intermodal Facility.

TABLE 2-3: RAIL SERVICE/INTERMODAL FACILITY STRUCTURES

Description[1]	Square Feet[2]
Administration Building	23,000
Electric Hostler Truck Employee and Maintenance Building	39,000
Drivers Assist Building	5,000
Crane Maintenance Employee and Storage Building	5,000
Crane Maintenance Canopies	22,500
Container Safe Haven Canopies	2,500
Quick Repair Canopy	10,000
AGS Kiosk Canopies	20,000
AGS Portals	2,000
Emergency Fuel Station Canopy for Hybrid Vehicles	5,000
Total	**134,000**

[1]For purposes of the description, structures include buildings and canopies.

[2]The square footage described is an estimate and may vary up to 10% depending on the final engineering, therefore, the total square footage for planning purposes is estimated at approximately 150,000 sf.

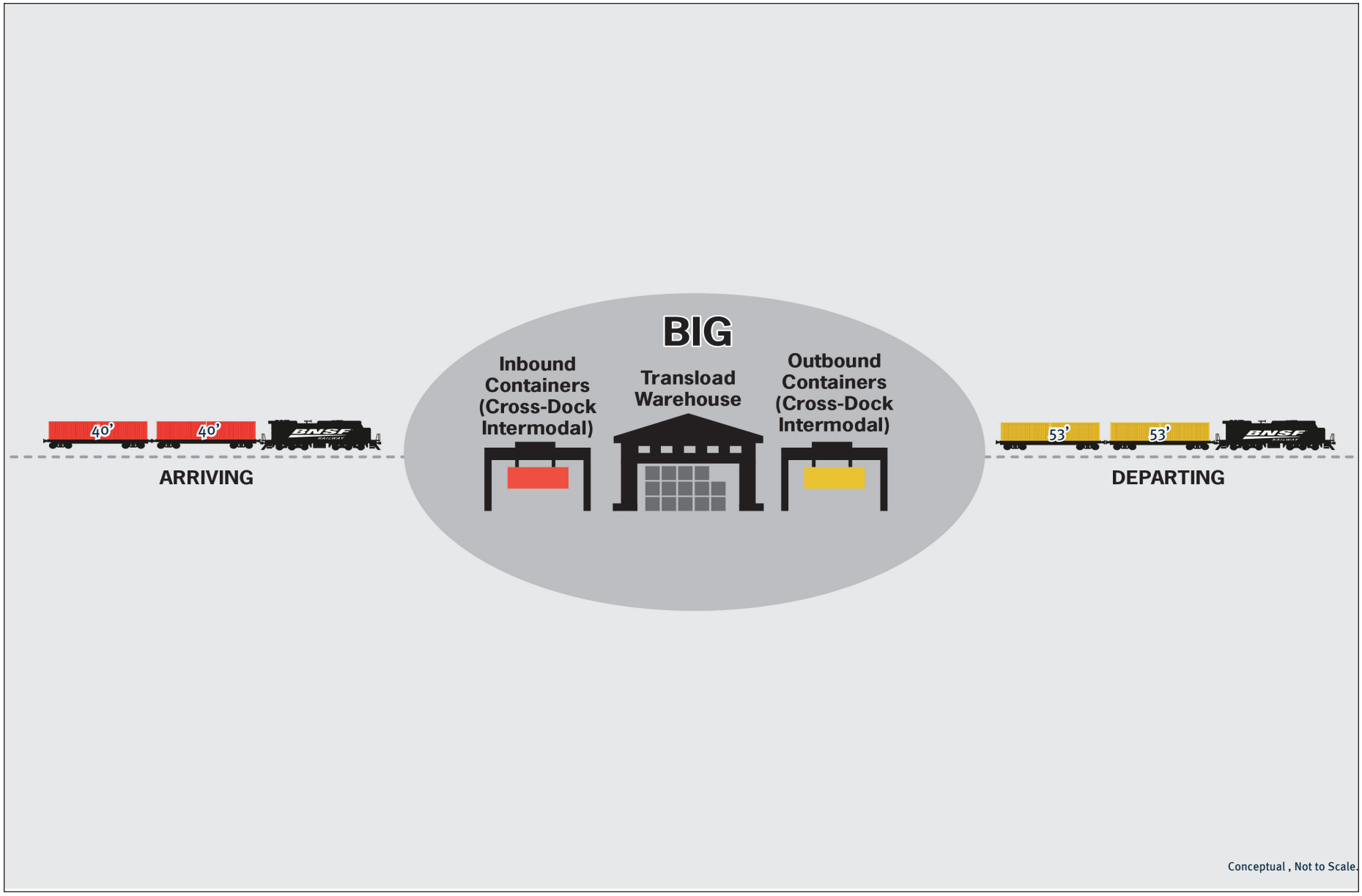


Figure 2-4, Railyard Components - Cross-Dock Intermodal Facility

All trucks hauling containers between the BIG intermodal facility and transload warehouse center would be electric hostlers. The electric hostlers would not leave the BIG Specific Plan area; instead, they would drive on private roads between the BIG intermodal facility and the transload warehouse center located within BIG. This would reduce the number of heavy-duty truck trips in Southern California as containers would arrive at BIG by train directly from the Ports, and be transloaded at BIG, instead of trucked to warehouses in the Los Angeles and Inland Empire areas or moved by heavy-duty trucks out of state. The dwell time for containers—waiting for train loading or heavy-duty truck haul-away—stored at the BIG intermodal facility would be relatively short (24-hours on average).

BIG would also handle containers in the reverse, receiving 53-foot containers from eastward origins. Some of these containers would arrive at BIG empty (after being unloaded at their eastern destination). These would be ready for immediate transloading, as more goods arrive in 40-foot containers from the Ports. Others would arrive at BIG filled with goods (after being unloaded at their eastern destination and re-filled with goods ready for export). Upon arriving at BIG, these containers would be transloaded into 40-foot containers and then put onto trains through the on-site "closed loop" to be sent to the Ports by rail as product for export. By converting the transport of the exported goods to the cross dock intermodal move, the number of heavy-duty truck trips out of state and in Southern California would be further reduced. See Figure 2-5, Railyard Component - Closed Loop System.

2.1.1.1.B Other IMF Operations

On occasion, BIG would accommodate a small percentage of "other" intermodal operations that would primarily occur when containers destined for other BNSF facilities arrive at BIG for processing in order to reduce the travel distance/travel time due to traffic conditions that the container would otherwise travel coming to/from other destinations. For example, under current conditions, a container coming from Las Vegas today would travel through Barstow by truck to BNSF's San Bernardino or Hobart/Commerce Yard IMFs and then be transferred to a train for transport back by rail further eastward to Inland destinations. With the development of BIG, that container would stop short at the BIG IMF rather than continuing to the San Bernardino or Hobart/Commerce IMFs by truck. Similar to operations at traditional IMF, this small percentage of containers arriving at BIG SP area via heavy-duty truck would be transferred from a heavy-duty truck to a rail car (and vice versa) and transported by rail to its final destination. This would eliminate additional distance and/or travel time for these containers via heavy-duty trucks to existing IMF facilities within the Southern California basin.

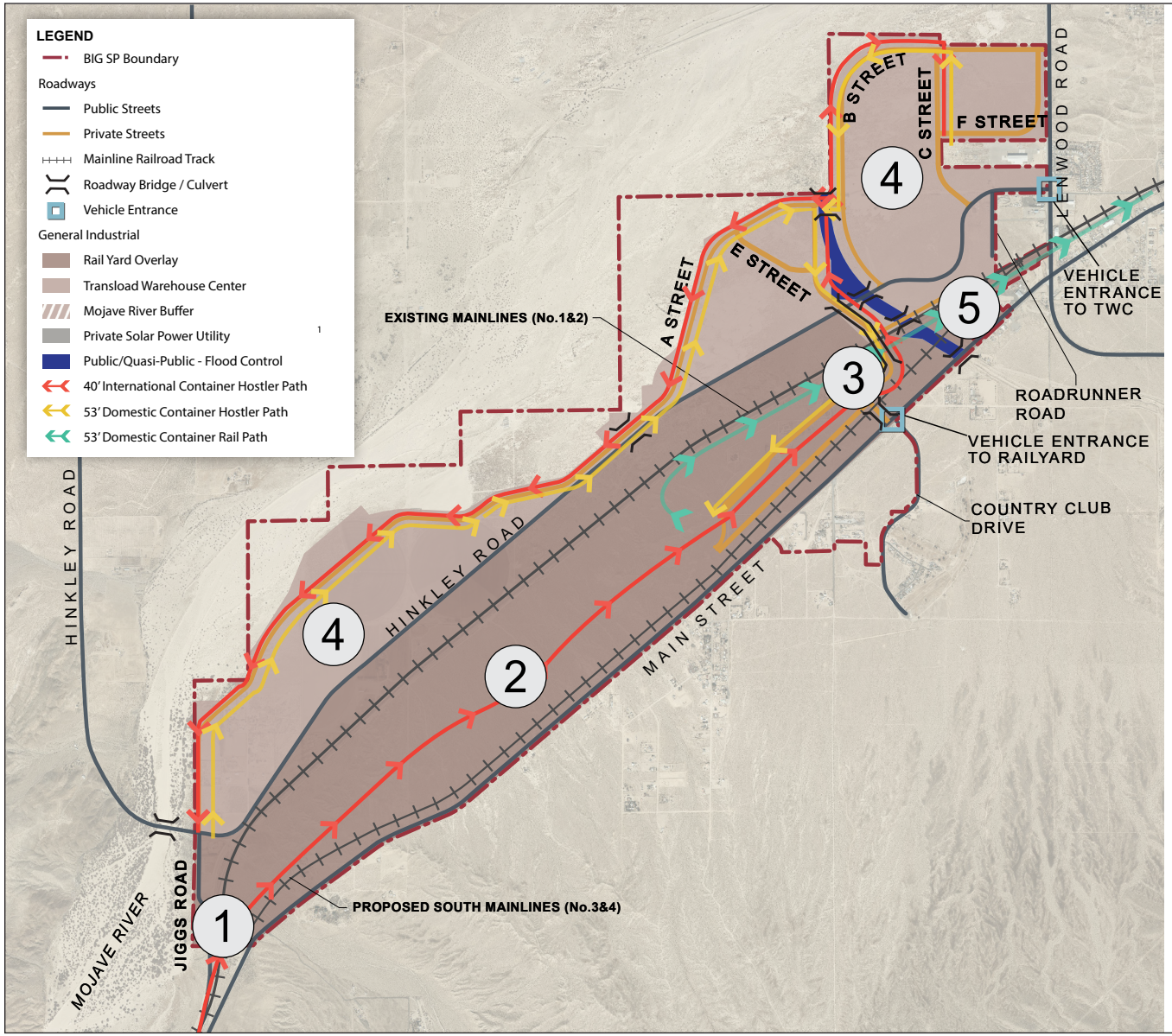
2.1.1.1.C Support IMF Uses

Support IMF Uses will include a combination of up to approximately 150,000 square feet of support buildings and structures for office, administration and maintenance as described in Table 2.3, Rail Service/Intermodal Facility Structures. Other uses to support IMF functions include container stacking and chassis storage.

2.1.1.2 Block Swap Yard

The Block Swap Yard is located in the middle extent of the BIG SP area. The Block Swap Yard would allow for the transfer of blocks of intermodal rail cars between trains. A block is defined as rail cars of a similar type moving to a similar destination that are already connected and can be combined with other blocks to the same destinations to produce more efficient train movements. The entire block of cars would remain coupled together and be moved en masse, permitting the reassembling of trains into optimal lengths and the synchronization of trains to their destinations such that each individual train would travel to a single destination. Certain train blocks may stage at the Block Swap Yard until another train arrives with sufficient length to achieve the optimal train length for the cargo's destination, allowing for optimized train lengths depending on the destination. The Block Swap Yard facilitates the switching and transfer of lengthy blocks of rail cars between tracks for assembling departing trains. Thus, by optimizing train length and synchronizing trains to their destinations, the block swap yard would improve train efficiency eastbound and westbound. See Figure 2-6, Railyard Component, Block Swap Yard.

The Block Swap Yard's function is unique compared to a typical classification yard, such as the existing Barstow classification yard in Barstow. Classification yards are used for processing non-intermodal rail cars consisting of individual boxcars, gondolas, open and closed hopper cars, automobile rail cars, tank cars, and other



1. 40' international containers from the Ports arrive by rail at BIG's facility for transloading.

2. At the Intermodal Facility, 40' international containers are lifted off of rail cars and onto electric hostler trucks.

3. Electric hostler trucks transport containers on private roads within the BIG facility to and/or from the transload warehouses.

4. 40' international containers from the Ports are transloaded into 53' domestic containers at the Transload Warehouse Center.

TRANSLOAD WAREHOUSE CENTER[2]



5. After transloading, the 53' domestic containers are lifted off electric hostler trucks and onto rail cars.

   Transloaded 53' domestic containers depart BIG's intermodal facility by rail for inland U.S. desitination.[3]

Notes:

[1] Lenwood Channel - San Bernardino County Flood Control District

[2] Building and truck graphics are not to scale.

[3] This process will also happen in reverse. 53' domestic containers will arrive from eastward origins, some of which may be filled with goods for export. These domestic containers will be transloaded at BIG into 40' international containers and be transported by rail to the Ports.

Not to scale.

N.T.S.

Figure 2-5, Railyard Components - Closed Loop System Design

non-intermodal rail cars. BNSF designates these trains with a different train identification than those that would be using the BIG SP area. The Block Swap Yard located adjacent to the IMF would disassemble and assemble lengthy blocks of rail cars with intermodal containers to similar destinations, compared to a classification yard, which would assemble and dissemble trains with individual non-intermodal rail cars as described above.

Under existing conditions, BNSF locomotives primarily fuel at the ports prior to trains departing, and again at Belen, New Mexico prior to proceeding east. Similarly, westbound trains primarily fuel at Belen, New Mexico before arriving at BIG and ultimately at the Ports. Thus, trains entering BIG would typically not require any additional fueling. However, some time-sensitive trains, as well as, the switcher locomotives utilized for Block Swap operations, would require direct-to-locomotive (DTL) refueling within the Block Swap Yard of the BIG SP area.

2.1.1.3 Ancillary Rail Storage Area

The ancillary rail storage area is located north of the existing mainlines and would be graded and covered with aggregate to be used for numerous purposes, including a container yard, chassis storage, and storage of maintenance equipment. A container yard would support the storage of empty containers awaiting loading while chassis storage would be used to provide parking for empty chassis awaiting use for loading, unloading, or draying of containers. The ancillary rail storage area would also be used for storage of spare parts and equipment for maintenance of the tracks, including rail, ties, turnouts, and other track material.

2.1.2 Transload Warehouse Center (TWC)

The TWC is located at the BIG SP area's northern extent and would primarily serve containers processed at or destined for the BIG IMF, with a small portion occasionally arriving by truck.

The TWC would include approximately 9 MSF of transload warehouses. These transload warehouses would be primarily dedicated to processing the contents of 20- and 40-foot international containers into 53-foot domestic containers, as described in the Cross-Dock Intermodal Operations above. The TWC would be comprised of a mixture of building sizes depending on the specific users' needs.

Each transload warehouse would include container parking/storage areas, employee parking, stormwater/hydrology improvements, emergency generators, charging stations for electric forklifts and hostlers, and landscaping. Transload facilities would include dock doors on opposite sides of the buildings. International 20- and 40-foot containers arriving at the IMF would be loaded from trains onto electric hostlers for movement on closed-loop private road(s) to one of the transload warehouses. Electric hostlers are trucks driven by workers used for moving trailers and containers short distances within warehouses, freight terminals and rail yards. Electrics hostlers would not use public roadways outside of the BIG SP area. Upon arriving at the transload warehouse, the electric hostlers will deliver the 20- and 40-foot containers to one side of the building, where the containers will be unloaded into the transload warehouse.

A small percentage of heavy-duty trucks would also access the transload warehouses to deliver 40-foot containers to/from the ports. The primary reason a container would arrive at the TWC via heavy-duty truck instead of rail/electric hostler would be due to time restrictions/priority of that container, or it is originating from a port terminal that doesn't have rail service today.

Freight would then be processed and put into domestic 53-foot containers on the building's other side, then transferred back to the IMF via electric hostler using the proposed private road. Thus, containers would be moved from the IMF to the TWC and back to the railyard in a "closed loop" within BIG SP area. Transload warehouses would also include container parking/storage areas. In addition, there would also be several areas distributed around the transload warehouse center for staging/overflow parking of containers accessing the transload warehouse center. These warehouse staging areas would be for truck containers only as electric hostlers would transfer containers to/from these areas, thus, heavy-duty truck tractors would not enter or exit these areas.

The integration of the abovementioned rail operations and TWC is unique to the BIG SP area and provides a closed-loop system between BNSF rail operations and transload warehouse users. See Figure 2-5, Railyard Component - Closed Loop System Design.



Figure 2-6, Railyard Components - Block Swap Yard

2.1.3 Mojave River Buffer

The Mojave River Buffer is located at BIG SP area's northern extent between the TWC and Mojave River with a portion designated as a conservation easement area. This will create a buffer area between the BIG SP area development and the Mojave River which runs along the site's northern edge. Within the TTM, the Mojave River Buffer will include lots 42, 43, 44, 46, 47, 48 52, 54, 58, 61, 63, 68 and 69; however, ultimate configuration and lotting will be established with final engineering and/or dedication of the conservation easement. No buildings are planned to be permitted within this area. Drainage, utilities and roadways shall be permitted as needed. Access to this area is limited to maintenance, and light trespass from the developed area is to be avoided.

2.1.4 Private Solar Power Utility

BIG SP area will include a private utility for a solar farm on south side of BIG SP, adjacent to Rail Yard entry at Country Club Drive and south of Main Street as seen on Figure 2-2, BIG SP Conceptual Site Plan. The Private Solar Power Utility will generate approximately 21 Megawatt (MW) of clean energy. The solar farm will serve as a secondary power source to supplement the on-site energy demand.

2.1.5 Public / Quasi Public – Flood Control

The Lenwood Channel bisects BIG SP area connecting from Main Street to the northern boundary of BIG SP area, is used to convey water from the southeast to the Mojave River, and is owned by San Bernardino County Flood Control District (SBCFCD). As part of future development, Lenwood Channel would be widened by approximately 60 to 100 feet through the SP Area for a length of approximately 1.1 miles. Preliminary BIG design requires the Lenwood Channel to be spanned at multiple locations including a private road between the proposed intermodal facility and the proposed transload warehouse center at A Street (1), Hinkley Road (2), an access road from a warehouse staging area to the ancillary rail area (3), the existing mainline tracks (4), locations for the east leads (5), the proposed south mainline tracks (6)and Main Street (7), as depicted in inset Figure 2-7, Lenwood Channel Improvements. Coordination with SBCFCD will be completed for access measures and ongoing maintenance requirements.

2.2 CIRCULATION PLAN

The Circulation Plan also provides regulations and guidelines that ensure the safe and efficient movement of people and vehicles into and through the BIG SP area, addressing trucks, passenger vehicles. See Table 2-4, Roadway Configurations and Improvements at Build-out, which outlines the proposed sections and describes improvements (i.e., street improvements and dedications).

2.2.1 Regional Circulation

Regional access to the BIG SP area is provided from Main Street (also known as Route 66 and National Trails Highway) from the south, Interstate 15 (I-15) from the southeast, and State Route 58 (SR-58) from the north. Existing freeway ramps that serve the BIG SP area are at Lenwood Road, with a northern connection to SR-58 and a southern connection to I-15. This southern connection to I-15 will serve as the primary connection to the regional transportation network to access BIG's IMF and railyard. Additional freeway intersection connections are located at Main Street with on- and off-ramps at SR-58. See Figure 2-8, Regional Access Routes. SR-58 also connects to Hinkley Road, which provides access to BIG SP area from the west; see Figure 2-9, Circulation Plan.

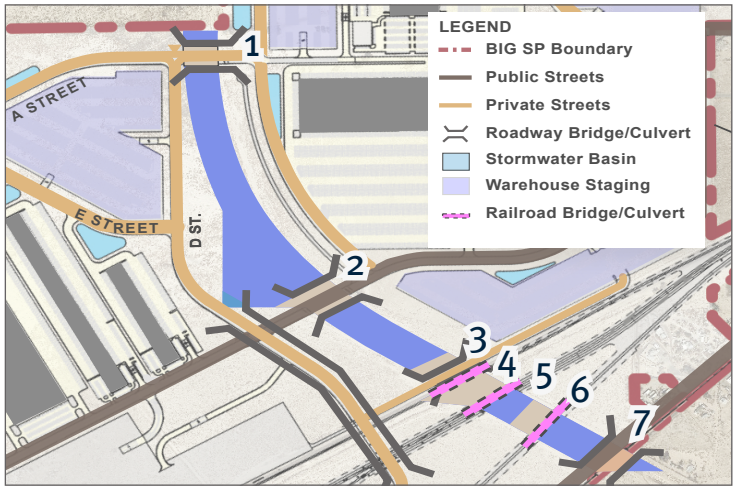
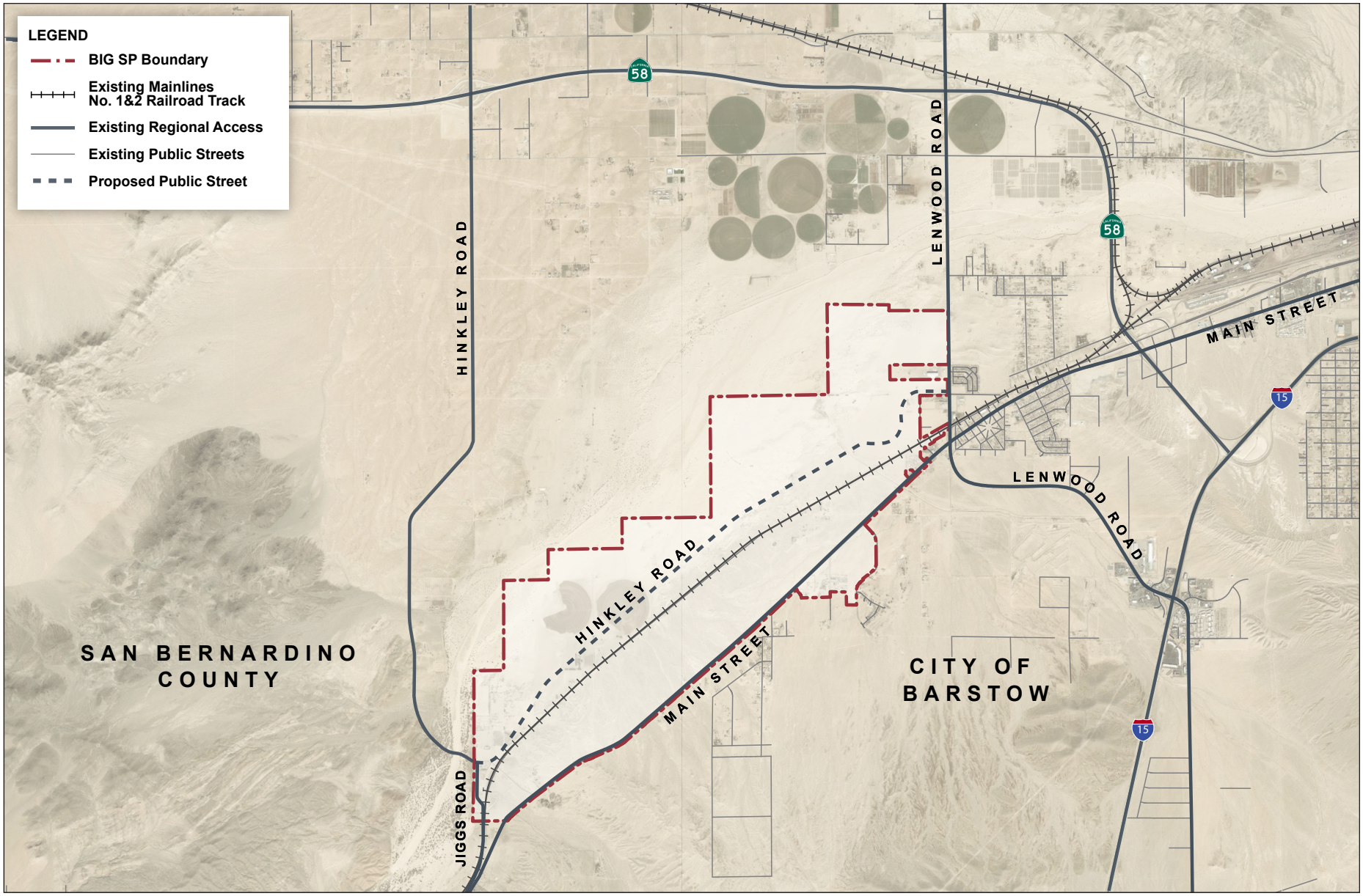


Figure 2-7, Lenwood Channel Improvements



N.T.S.

Figure 2-8, Regional Access Routes

2.2.2 BIG SP Circulation Plan

The Circulation Plan is comprised of two components: public streets and private streets, which are internal to the BIG SP area and will primarily serve electric hostler truck's transfer of containers between the IMF and TWC. Figure 2-9, Circulation Plan, depicts the circulation and establishes the hierarchy and general location of roadways adjacent to and within the BIG SP area.

Circulation of most containers within the BIG SP area will be in closed loop system as described in Figure 2-5, Railyard Component, Closed Loop System Design. BIG would include four dedicated internal private roadways for electric hostlers (private streets A, B, D, and E), and two internal private roadways for employee, visitor, and truck access (private streets C and F). The electric hostlers will transport containers within the Rail Yard and between and between the Rail Yard and TWC. All Electric hostler movements will be internal over the private overpass. Employees, trucks, and visitors will enter BIG through the primary entrances from West Main Street at Country Club Drive and Jasper Road at Lenwood Road.

Approval of the BIG project by the City includes vacating Hinkley Road between Jiggs Road and Main Street, terminating the existing at-grade rail crossing. Hinkley Road would be realigned beginning at the Mojave River Bridge to connect through the transload warehouse center to Jasper Road. Additionally, Jiggs Road will be realigned south of Hinkley Road along the project boundary as depicted in Figure 2-9, Circulation Plan.

2.3 STREET IMPROVEMENTS

BIG SP area's existing frontage condition includes both undeveloped and developed land, creating varying segments of existing conditions, which are described in the Appendix C - Roadway Existing Conditions of this Specific Plan.

A traffic study prepared for the BIG SP identified the need for various intersection, and roadway improvements, both within and outside BIG SP area. Improvements and modifications include additional right-of-way at identified intersections to accommodate turn movements, and improvements to existing roadways were warranted. The changes to rights-of-way and roadway extensions, which are incorporated into the General Plan aim to improve access throughout BIG SP area.

While the BIG SP area would result in the construction of a new public road, inclusive of Hinkley Road, it would not physically divide an established community within BIG SP area.

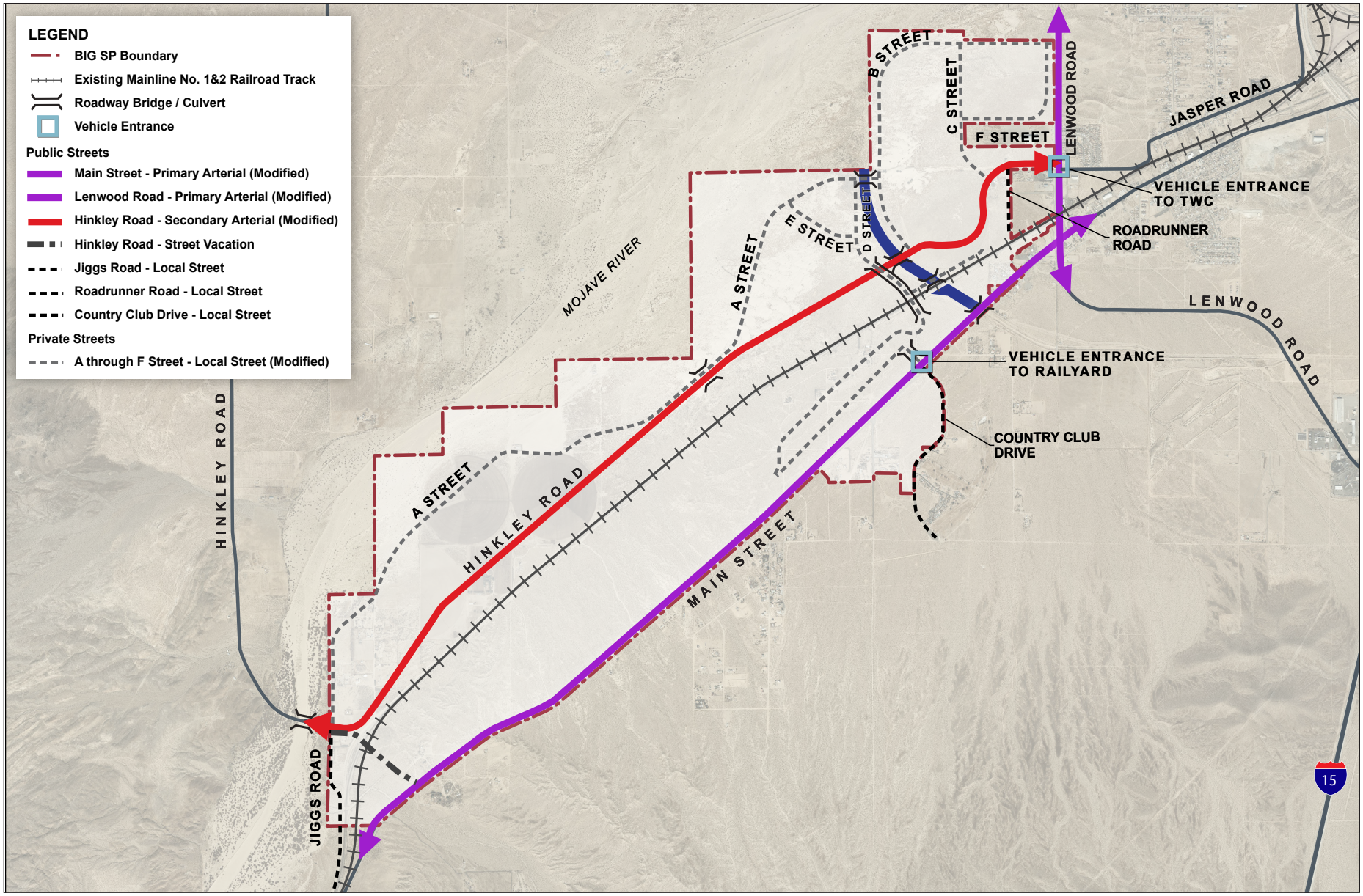
BIG SP identifies the buildout conditions for the ultimate roadway development, as illustrated in Figures 2-11 through 2-20. Table 2-4, Roadway Configurations and Improvements at Buildout, summarizes the ultimate improvements for each roadway segment, as well as those improvements to be constructed with BIG implementation. Street improvements within the BIG SP area define BNSF's responsibilities for roadway construction and frontage improvements necessary to support BIG operations, as outlined in the BIG SP traffic study and in Figure 2-10, On-site Circulation Improvements. Roadway segments not improved as part of BIG implementation will be completed in conjunction with adjacent future development. Conceptual access drives are shown on the BIG Tentative Tract Map and have been designed as curb-return entries in accordance with City standards. The precise location and configuration of these drives will be verified during final engineering of BIG implementation. Street lighting will be implemented in accordance with City standards where warrented, and consistent with City typical street light details.

2.3.1 Private Streets

Multiple private streets will be included within the north portion of the BIG SP area to facilitate circulation within the TWC. These private streets are conceptual in nature, with the ultimate location and alignment determined with final engineering of infrastructure and warehouse locations. The private streets will be maintained by the owner or a commercial association.

2.3.2 Street Vacations and Dedications

To accommodate BIG SP, various public rights-of-way will need to be vacated within the SP Area. Some of the roadways noted may not be formally dedicated as public roadways in fee or as easements. In those instances, a formal street vacation process will not be required if public right of way records cannot be located. Conversely, street dedications will be required to provide sufficient public right-of-way consistent with Table 2-4, Roadway Configurations and Improvements at Buildout. Together, the street vacations and dedications are included in Appendix D, Street Vacations and Dedications.



N.T.S.

Figure 2-9, Circulation Plan

TABLE 2-4: ROADWAY CONFIGURATIONS AND IMPROVEMAT BUILD-OUT

Roadway	Location From To	Public/ Private	Classification	Total ROW	Roadway Configuration at Buildout	BIG Improvements	Reference Figures
Main Street	Western edge of the BIG SP area boundary to the Lenwood Channel. Lenwood Channel to Lenwood Road.	Public	Primary Arterial (Modified)	100 Feet	In both directions: Two 12-foot drive lanes, 8-foot paved shoulder with striped Class II bike lane and parkways inclusive of an 8-foot sidewalk, and 10-foot unpaved area. The final placement of bus stops will determine the need for sidewalk improvements to facilitate pedestrian access and connectivity, which shall be constructed to City standards or as approved by the city engineer.	• Vacate and dedicate right-of-way in varying increments to meet the 50-foot half-section width along the BIG SP area frontage. This is in compliance with a 100-foot right-of-way requirement for a Primary Arterial. • Where warranted, add guard rails. • Along the BIG SP area frontage, stormwater drainage improvements will be added. • In alignment with Figure 2-9, On-Site Improvements: • TM-11, Main Street between western BIG site limit and Country Club Drive: repaint the north edge-line and centerline with 6" retroreflective lane markings and install rumble strips and pavement reflectors on the north edge-line and centerline. On Main Street between Castle Court and County club Drive, also repaint south edge-line with 6" retroreflective lane markings and install rumble strips and pavement reflectors. • From BIG's entry at County Club Drive east to the Lenwood Channel Bridge, add in each direction a 12-foot drive lane, 8-foot bike lane, and curb and gutter. Only along the BIG SP area frontage, add an 8-foot sidewalk adjacent to curb and gutter. • At Lenwood Channel crossing, the addition of Lenwood Channel Bridge will be completed in buildout conditions. • From Lenwood Channel Bridge east to Lenwood Road only along the BIG SP area frontage, add a striped bike lane and an 8-foot sidewalk as it pertains to the BIG SP half section of right-of-way for buildout conditions. • Along Main Street at the current intersection of Country Club Drive, construct a signalized driveway. At Country Club Drive and Main Street, construct turn pockets. • No roadway improvements west of the intersection at Country Club Drive.	Figure 2-11
Main Street Bridge Condition	Lenwood Channel Bridge Crossing	Public	Primary Arterial (Modified)	80 Feet	In both directions: Two 12- foot drive lanes, 5-foot paved shoulder, 2-foot barrier wall, 8-foot sidewalk, and 1-foot fence/railing.		Figure 2-12

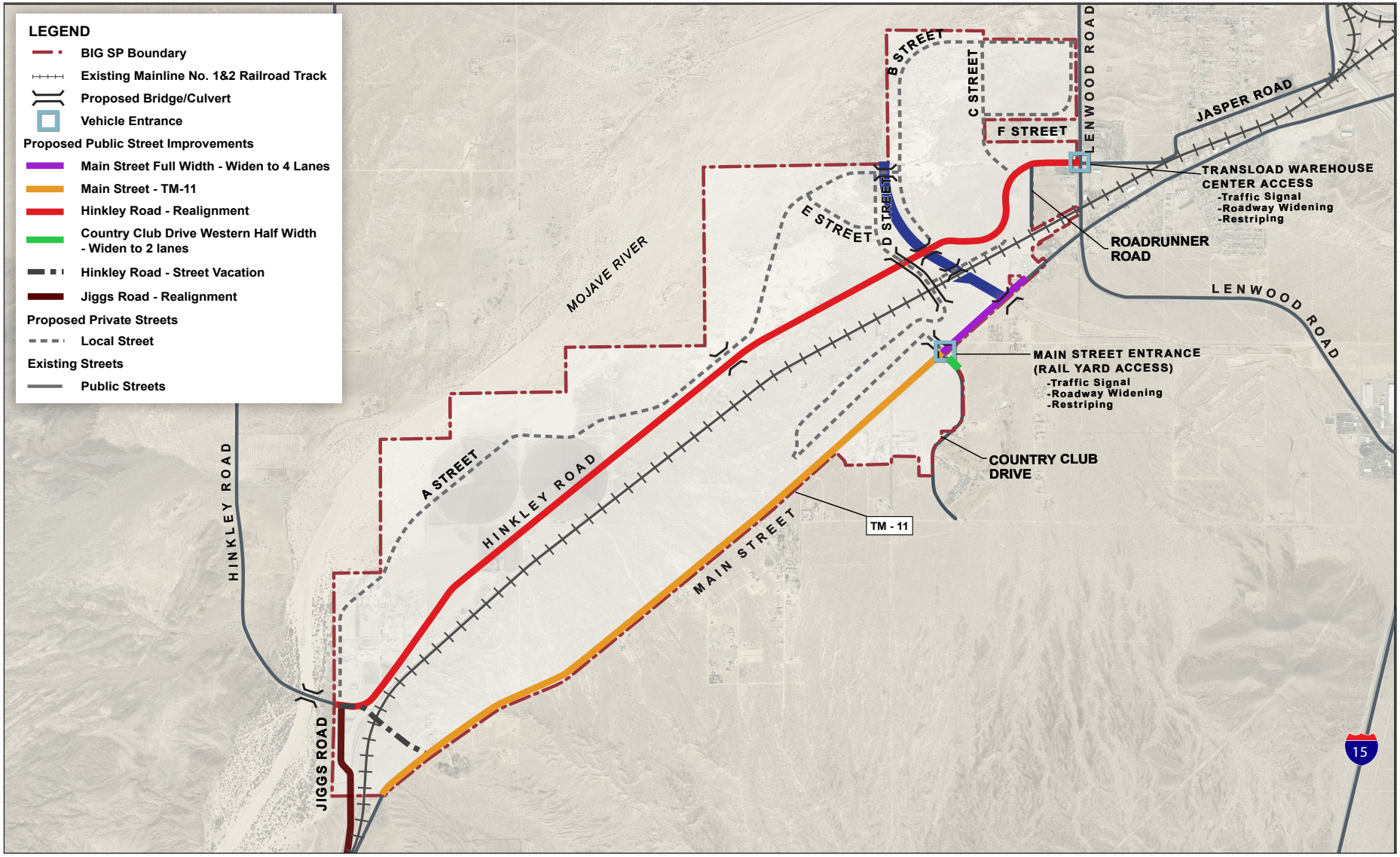
TABLE 2-4: ROADWAY CONFIGURATIONS AND IMPROVEMENTS AT BUILD-OUT CONTINUED

Roadway	Location From To	Public/ Private	Classification	Total ROW	Roadway Configuration at Buildout	BIG Improvements	Reference Figures
Lenwood Road	Main Street to APN 0497-131-40	Public	Primary Arterial (Modified)	100 Feet	In both directions: Two 12-foot drive lanes, 8-foot paved shoulder with striped Class II bike lane with parkways inclusive 12-foot unpaved parkway. A 12-foot center turn lane is also included.	• Dedicate and vacate ROW in varying increments to meet 50-foot half-section width along the BIG SP area frontage to accommodate a Primary Arterial. • At the existing Jasper Road and Lenwood Road intersection, re-stripe, signalize, and widen the intersection.	Figure 2-13
Hinkley Road *	Realigned at the southern portion so as to connect through to Lenwood Road.	Public	Secondary Arterial (Modified)	100 Feet	In both directions: Two 12-foot drive lanes, 6-foot paved shoulder inclusive of one 12-foot center turn lane. Parkways on either side include a 16-foot parkway inclusive of a 8-foot decomposed granite (D.G.) path on the north adjacent to the TWC. Additionally, a utility corridor will run along the north side of Hinkley Road. A 12-foot unimproved parkway with fencing on the south adjacent to the Railyard. The final placement of bus stops will determine the need for sidewalk improvements to facilitate pedestrian access and connectivity, which shall be constructed to City standards or as approved by the city engineer.	• Vacate Hinkley Road between the south side of the Mojave River bridge crossing and Main Street, terminating the existing at-grade rail crossing • Realign and construct approximately 4.5 miles of new roadway beginning at the south side of the Mojave River bridge crossing to connect through the transload warehouse center to Jasper Road. • Reconstruct the existing Hinkley Road Bridge over the Mojave River. • Provide emergency access road from Hinkley Road to Main Street.	Figure 2-14
Hinkley Road Bridge Condition	Bridge over Mojave River	Public	Secondary Arterial (Modified)	84 Feet	In both directions: One 12-foot drive lane, 8-foot paved shoulder, and 2-foot barrier. An 8-foot sidewalk along the north is also included.	• Reconstruct the existing Hinkley Road Bridge over the Mojave River.	Figure -15
Roadrunner Road	Eastern SP Area Boundary South of Realigned Hinkley Road to Existing Main Line Railroad Tracks.	Public	Local Road (Public)	60 Feet	In both directions- One 20-foot drive lane with curb and gutter improvements. Parkways are located on both sides 10-foot unpaved parkways.	• Dedicate and vacate ROW in varying increments to meet 30-foot half-section width along the BIG SP area frontage to accommodate a Local Road.	Figure 2-16

TABLE 2-4: ROADWAY CONFIGURATIONS AND IMPROVEMENTS AT BUILD-OUT CONTINUED

Roadway	Location From To	Public/ Private	Classification	Total ROW	Roadway Configuration at Buildout	BIG Improvements	Reference Figures
Country Club Drive		Public	Local Road (Public)	60 Feet	In both directions: One 20-foot drive lane with curb and gutter improvements. Parkways are located on both sides 10-foot unpaved parkways. Sidewalk improvements will be constructed to meet City standards and coordinated with the final placement of bus stops to provide optimal pedestrian access and connectivity.	• Dedicate ROW in varying increments to meet 30-foot half-section width along the BIG SP area frontage to accommodate a Local Road. • In alignment with Figure 2-9, On-Site Improvements, widen western half-width for intersection improvements for 400-feet.	Figure 2-16
A*, B and F Streets	Private internal roads located within the TWC.	Private	Local Road (Private)	60 Feet	In both directions: One 12-foot drive lane, and 6-foot paved shoulder inclusive of a 12-foot center turn lane. Parkways include a 6-foot unpaved parkway for future PUEs.	• Construction of private local road.	Figure 2-17
C Street	Private internal road located within the TWC.	Private	Local Road (Private)	100 Feet	In both directions: Two 12-foot drive lanes, and 6-foot paved shoulder inclusive of one 12-foot center turn lane. Parkways include a 14-foot unpaved parkway for future PUEs.	• Construction of private local road.	Figure 2-18
D and E Street	Private internal roads located within the TWC.	Private	Local Road (Private)	64 Feet	In both directions: One 12-foot travel lane, and 8-foot paved shoulder inclusive of a 12-foot center turn lane. Parkways include a 6-foot unpaved parkway for future PUEs.	• Construction of private local road.	Figure 2-19

*Within the mid-section of the BIG SP area, both A Street and Hinkley will run in parallel with parkways totaling 31-feet of rock mulch sloped buffer between both roadways. See Figure 2-20.



Note: TM-11, Main Street between western BIG site limit and Country Club Drive: As part of BIG's frontage improvements, repaint the north edge-line and centerline with 6" retroreflective lane markings and install rumble strips and pavement reflectors on the north edge-line and centerline. On Main Street between Castle Court and Country Club Drive, also repaint south edge-line with 6" retroreflective lane markings and install rumble strips and pavement reflectors.

N.T.S.

Figure 2-10, On-Site Circulation Improvements

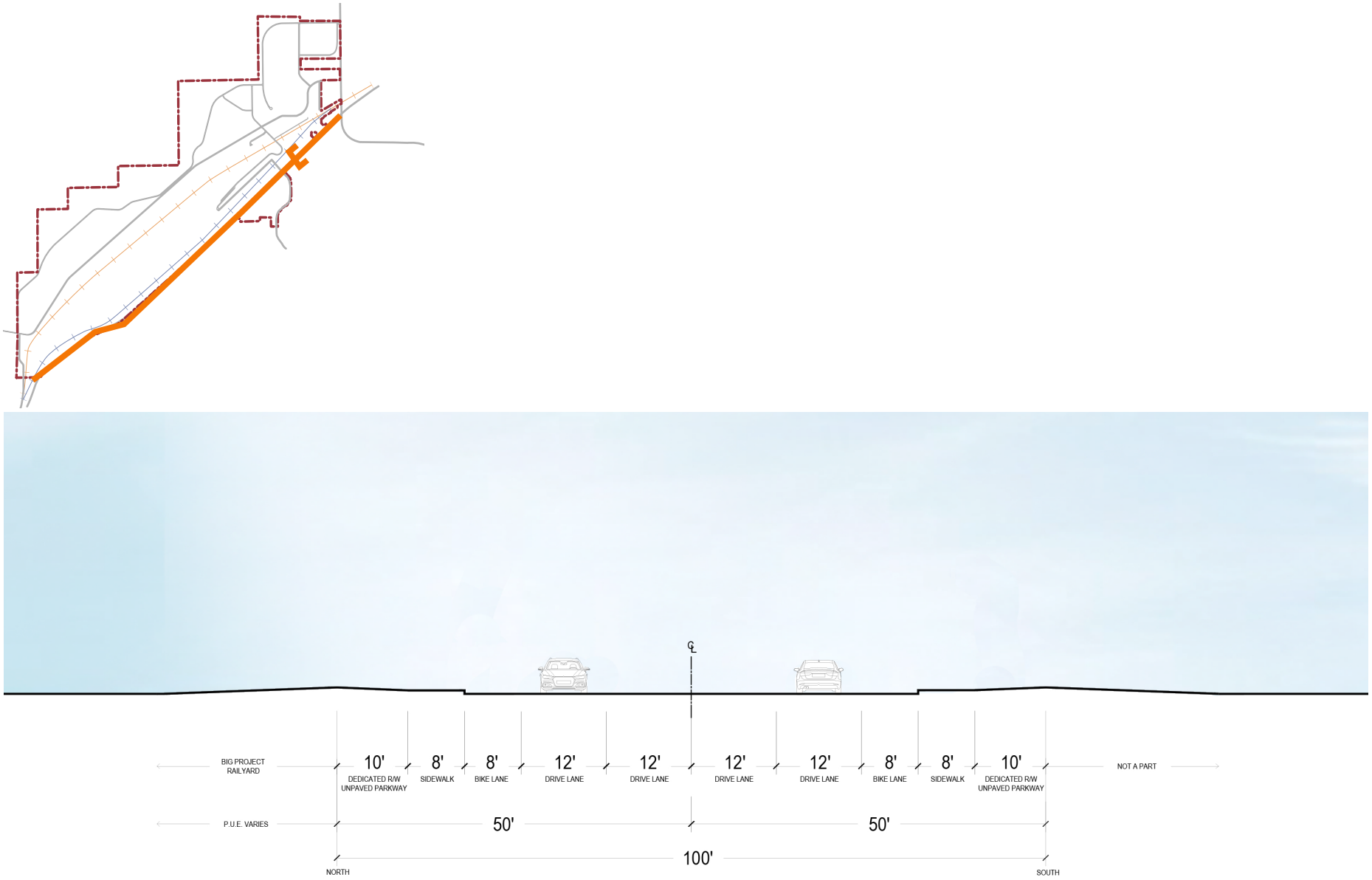


Figure 2-11, Main Street - Modified Primary Arterial

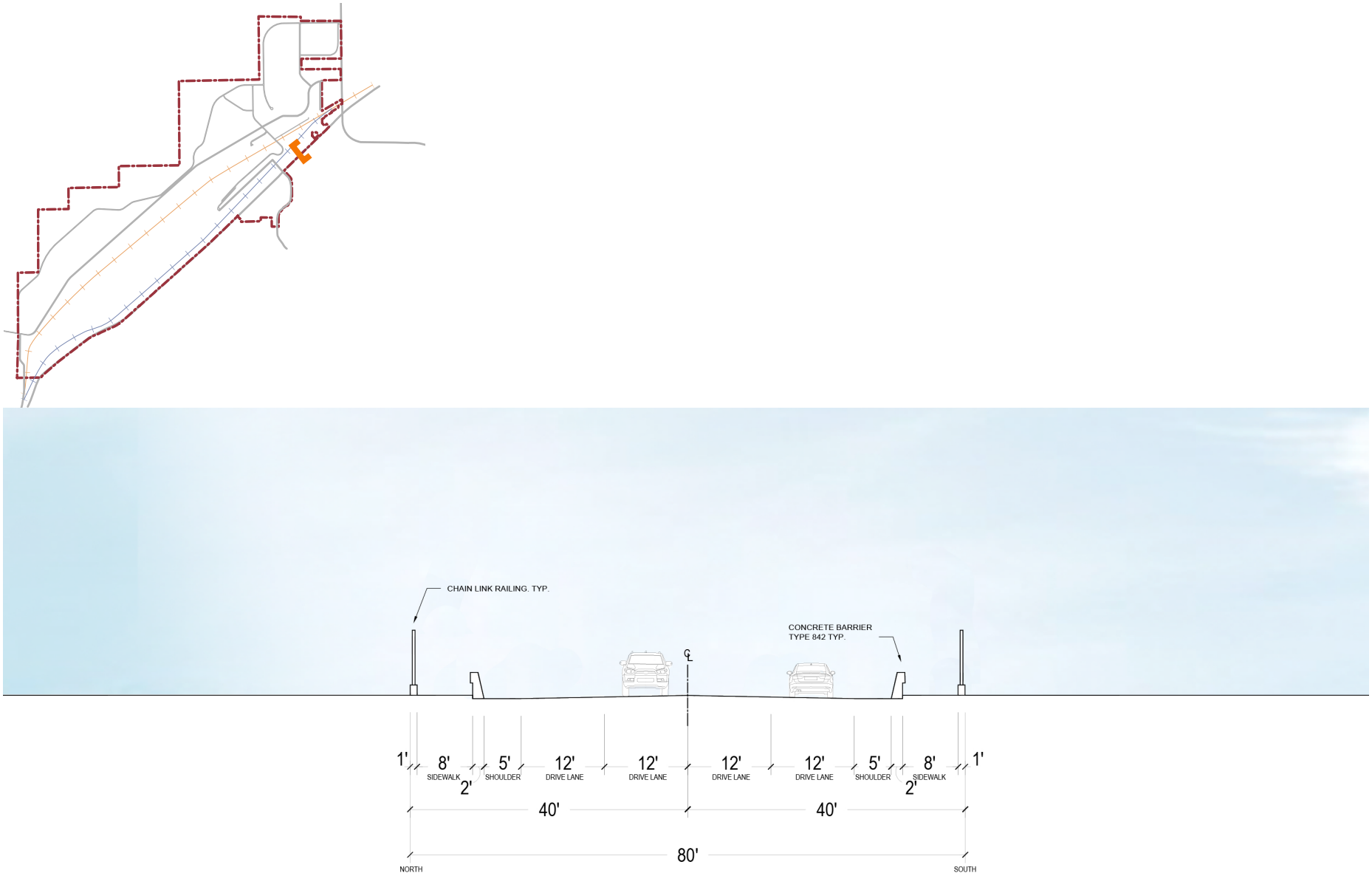


Figure 2-12, Main Street - Lenwood Channel Bridge



Figure 2-13, Lenwood Road - Modified Primary Arterial



Figure 2-14, Hinkley Road - Modified Secondary Arterial



Figure 2-15, Hinkley Road - Bridge



Figure 2-16, Roadrunner Road and Country Club Drive, Local Street - Typical



Figure 2-17: A, B and F Street - Private Street



Figure 2-18, C Street - Private Street

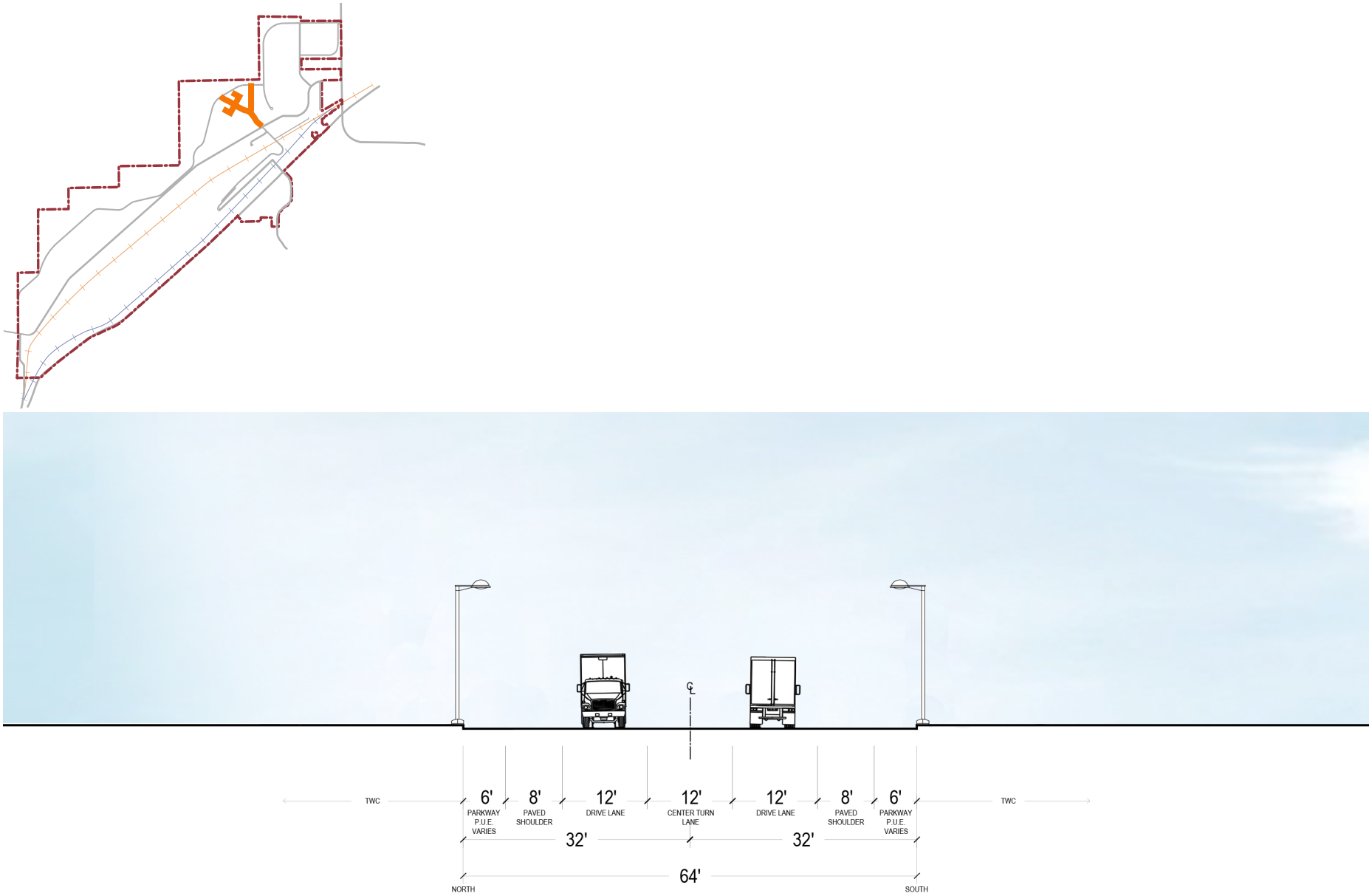


Figure 2-19, D and E Street - Private Street



Figure 2-20, Site Section - Street A (Private), Hinkley Road Cross-Section

2.4 INFRASTRUCTURE AND UTILITY PLAN

BIG SP will require the public facilities and services described in this section to support and serve the needs of BIG. The infrastructure system will seek to incorporate sustainable options for a project of its kind and in its specific geographic location.

Various public facilities will be designed to enhance and complement BIG SP's vision and design objectives. Facilities will be developed to meet the applicable and required government and industry standards of the respective service providers. Utilities and services include water, sewer, stormwater drainage, solid waste disposal, and fire and police protection services.

Table 2-5, Service Providers/Agencies, summarizes the service providers for BIG SP area described below:

TABLE 2-5: SERVICE PROVIDERS/AGENCIES

Service	Provider
Water	Onsite wells will provide non-potable construction water for BIG. Golden State Water Company (GSWC) will provide potable construction and operational water for BIG.
Wastewater Conveyance and Treatment	City of Barstow Environmental Services Division
Electric Service	Southern California Edison
Natural Gas Service	N/A
Fire Protection	Barstow Fire Protection District
Police Protection	BNSF Internal Police and Barstow Police Department
Solid Waste Disposal/Recycling	Barstow Sanitary Landfill
Telecommunications	Spectrum, Frontier, T-Mobile, Viasat, HughesNet, Dish, DirecTV, and Earthlink

2.4.1 Water

Potable and fire-flow water demand during BIG's operations will be supplied through direct connection to facilities owned and operated by the Golden State Water Company (GSWC). The project will include construction of approximately 10 miles of new on-site public water mains. The portions of the BIG Specific Plan area annexed to the City of Barstow will also be annexed to GSWC for water service.

Potable water within the project area will be provided from existing GSWC water mains fronting the property along Main Street and Lenwood Road, with new lateral extensions into the site. It is not anticipated that the existing water mains will require upsizing to meet BIG's operational demands.

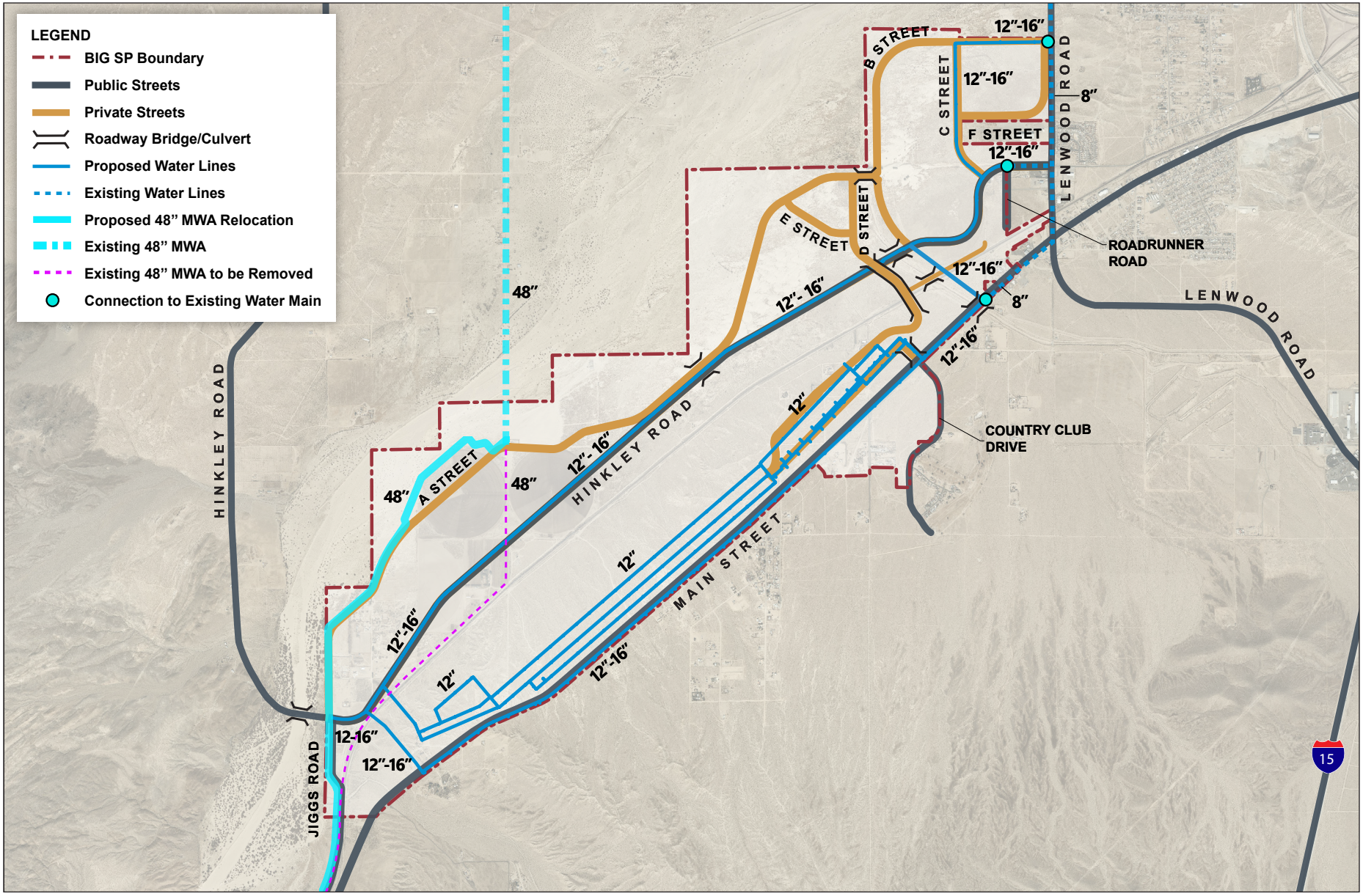
Specifically, GSWC's existing 8-inch water main in Main Street will be extended west with the construction of a new public 12- to 16-inch water main extending west to the edge of the rail yard, north to Hinkley Road, and continuing east within Hinkley Road to an existing connection point near Lenwood Road (within the former Jasper Road alignment). This looped system will provide potable water service to both the rail yard and the TWC.

The rail yard would connect to the proposed water main extension at the east end of the BIG Specific Plan area near Country Club Drive and at the west end near Hinkley Road. Water would be conveyed throughout the rail yard via private 12-inch water mains located within the access roads and intermodal facility.

A 12- to 16-inch water main segment would be constructed to provide a connection between the Main Street water main and the Hinkley Road water main, located adjacent to the Lenwood Channel.

Water for the TWC would be conveyed through a new 12- to 16-inch water main constructed within Hinkley Road, with lateral connections provided to 12- to 16-inch water mains located within public and private roadways. To serve the TWC within the northeast portion of the Specific Plan area, a 12- to 16-inch water main would extend north along C Street and east along B Street to connect with the existing 8-inch main in Lenwood Road.

Figure 2-21, Conceptual Water Plan, illustrates the existing and proposed water systems.



N.T.S.

Figure 2-21, Conceptual Water Plan

Potable water during BIG's construction will be provided by directly connecting to facilities owned and operated by the GSWC through temporary aboveground connections.

As a part of construction, BIG proposes to relocate this existing Mojave Water Agency (MWA) 48-inch recharge water line that crosses to the north to avoid conflict with rail yard and transload warehouse center improvements. Figure 2-21, Conceptual Water Plan, illustrates the realignment of the MWA line.

The non-potable water for BIG's construction phase will be supplied from up to eight new private onsite groundwater wells installed within the TWC area. The quantity of water drawn would be coordinated with Mojave Water Agency (MWA) in compliance with its requirements as the Watermaster and Mojave Basin Area Adjudication Judgement. BNSF would own and operate the wells through the contractor during construction, and the wells would be abandoned once the construction non-potable water demands have been met.

2.4.2 Sewer

Wastewater service within the BIG SP is provided by the City of Barstow. The BIG SP area annexed into the City would be served by the City of Barstow Environmental Services Division for wastewater servicing. Wastewater demand would be coordinated with the City. Wastewater would be discharged to a public wastewater system since a connection to the city sewer system is available adjacent to the site on Main Street and Lenwood Road.

BIG's wastewater would be conveyed by a combination of gravity flow with force mains offsite and treated at the Barstow Regional Wastewater Treatment Facility, which is owned and operated by the City.

Specifically, the rail yard would include construction of new 6-inch and 8-inch gravity sewer lines and a 2-inch force main located within the southern portion of the rail yard. Wastewater would be conveyed east to Country Club Drive, where a 4-inch force main would transition to an 8-inch gravity sewer line before connecting the system to the existing 21-inch sanitary sewer main in Main Street.

The TWC would discharge to the proposed new sewer main within Hinkley Road. An 8-inch gravity wastewater line is proposed along Hinkley Road, extending from the west end to the east end of the TWC, with ultimate connection to the existing 21-inch sewer main in Lenwood Road at the Jasper Road intersection. In addition, two 4-inch force mains are proposed within Hinkley Road at bridge/culvert crossings to convey wastewater from the project site to the existing downstream collection system.

To serve the TWC within the northeast portion of the SP Area, an 8-inch gravity sewer line would extend north along C Street and east to B Street, with a 4-inch force main added to serve the transload warehouses. Both lines would ultimately connect to the existing 21-inch sewer main in Lenwood Road.

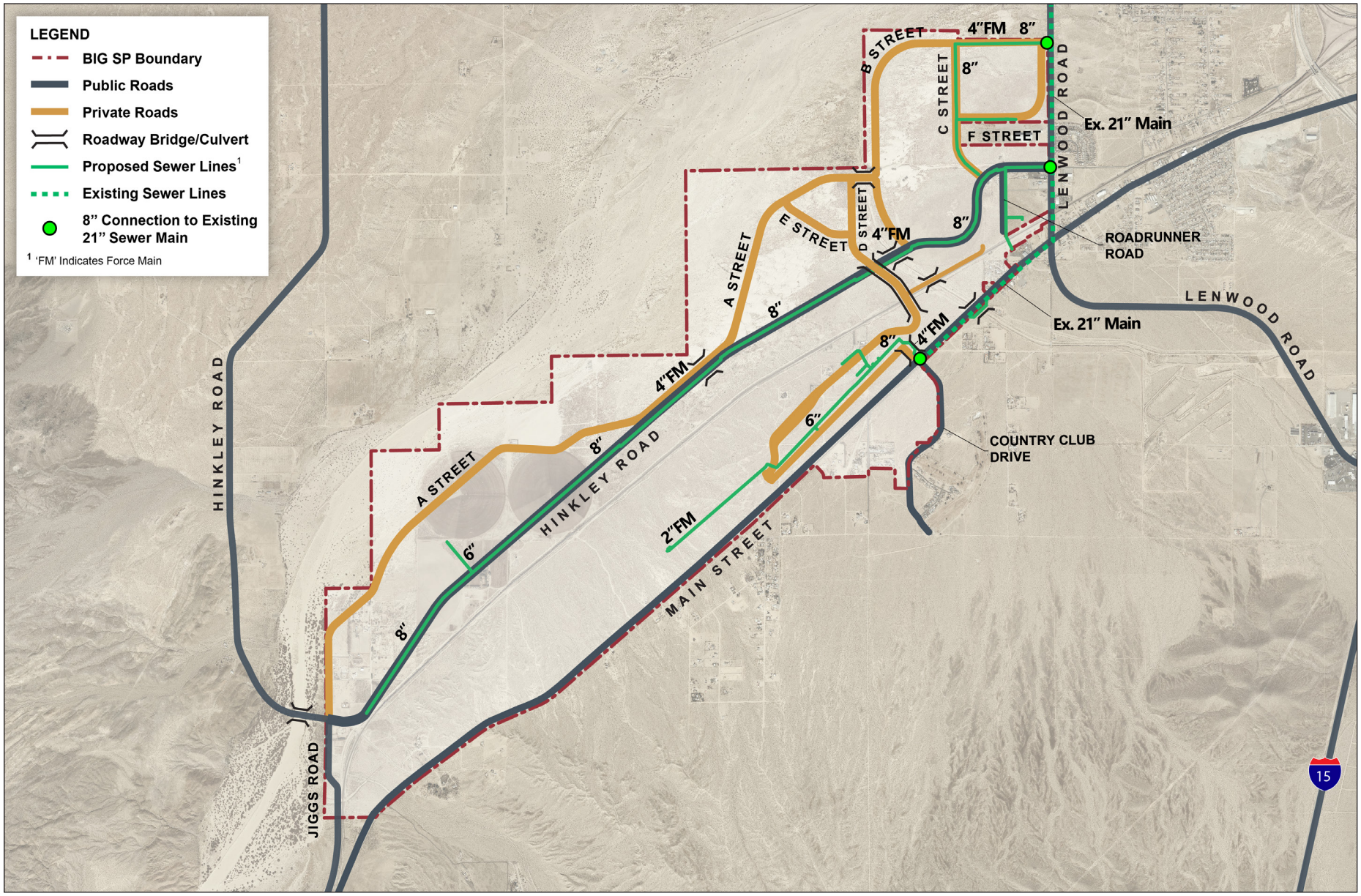
The sewer infrastructure proposed for the BIG SP area is included in Figure 2-22 Conceptual Sewer Plan.

Wastewater flow during BIG's construction would be primarily generated by construction workers and would be addressed via portable restrooms. Operational wastewater generation would be primarily from TWC and Rail Yard employees, and the Rail Yard from wash bays and track pans.

2.4.3 Drainage and Grading

2.4.3.1 Flood Plain

BIG SP area is located within multiple flood zone designations based on a review of the most current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) as depicted in Figure 2-23, Existing FEMA Flood Zones. Recognizing this, BIG SP incorporates targeted regulatory responses to address flood risk and ensure compliance with applicable standards. The SP adheres to FEMA's National Flood Insurance Program (NFIP) requirements by incorporating guidelines that minimize development in designated flood zones or mandate flood-resistant construction practices where development is unavoidable. A Conditional Letter of Map Revision (CLOMR) will be completed as part of BIG to remap existing flood zones. Additionally, a comprehensive stormwater management plan is included for BIG to provide adequate drainage infrastructure, reduction in flood risks, and prevent on or off-site impacts. This includes



N.T.S.

Figure 2-22: Conceptual Sewer Plan

improvements to existing channels and drainage crossings to handle anticipated flow rates. Structures within flood-prone areas will comply with elevation requirements to mitigate flood damage, ensuring that finished floor elevations are above the base flood elevation (BFE). The SP also outlines measures such as channel modifications, bridge widening, and the installation of basins to enhance flood control capabilities.

2.4.3.2 Stormwater Drainage System

The stormwater drainage system is comprised of various detention basins throughout the BIG SP area and drainage outlets to the Mojave River that would be designed for 100-year flood events. In total, BIG will include multiple detention ponds throughout BIG SP area providing approximately 165 acre-feet of storage volume, which would accommodate 100-year flood conditions, as shown in Figure 2-24, Conceptual Stormwater Plan. Exact sizing and locations of basins would be dependent on the final TWC location, layout, and sizing. Detention shall be permitted in landscape buffers/within setbacks. In addition to various ephemeral washes throughout BIG SP area, three other primary hydrologic features traverse the BIG SP area, as described below:

Hinkley Road Bridge at Mojave River: To maintain a roadway connection to Hinkley Road from the TWC, BIG SP will replace the existing Hinkley Bridge at the western edge of BIG SP area with a longer structure to better match the channel width of the Mojave River at this location. The channel beneath, and immediately adjacent to, the existing bridge would be excavated and widened to match the natural channel width more closely. The new bridge and portions of Hinkley Road immediately east and west of the bridge would be raised to reduce exposure to Mojave River flood events. The County would maintain Hinkley Road Bridge once completed, as described in Figure 2-15, Hinkley Road – Bridge.

Lenwood Channel: The BIG Specific Plan area along Lenwood Channel is currently within the FEMA 100-year flood zone, and is a north-south drainage maintained by San Bernardino County Flood District to convey water from the southeast to the Mojave River. Preliminary design requires the Lenwood Channel to be spanned at multiple locations as described in Section 2.1.5, and widened by approximately 60 to 100 feet through the Specific Plan area for a length of approximately 1.1 miles and then continuing off-site south of Main Street for approximately 1 additional mile.

Unnamed Stream (Milepost 10.9): This feature is a dry wash from Main Street to the Mojave River that includes a sharp western bend. This feature would be realigned to accommodate track mains, sidings, and support tracks and improved with a combination of bridges and box culverts spanning the channel.

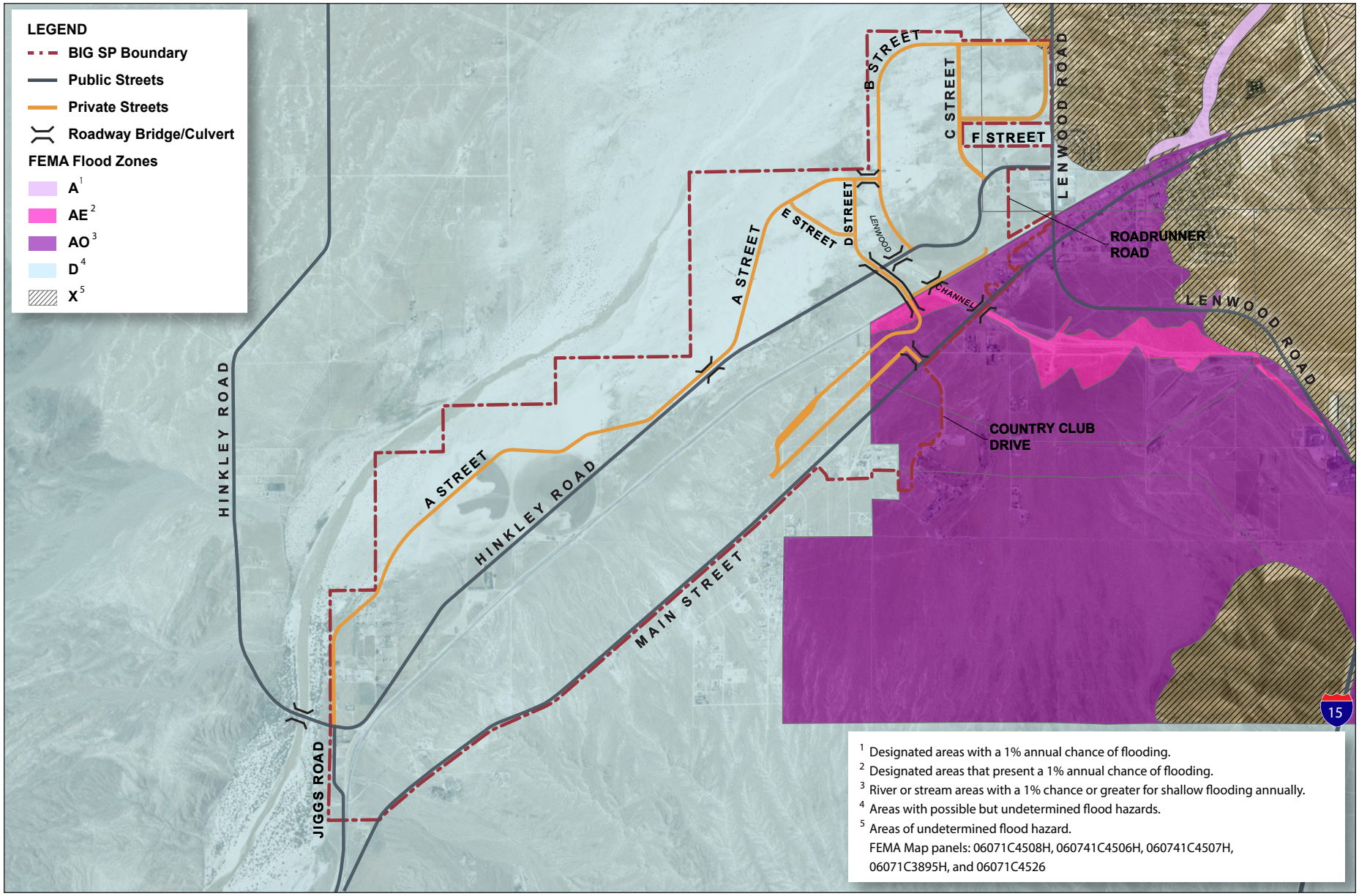
2.4.3.3 Grading

Grading of BIG SP area will include modifications to the existing topographic features and alterations to the slope on the BIG SP's eastern edge to create a larger development pad. BIG SP area grading will occur in one phase across the BIG SP area and require approximately 26 million cubic yards of cut and fill with cuts of up to 40 feet and fills of up to 20 feet. BIG SP area will be balanced, with excess cut from the Rail Yard used as fill within the TWC area. Grading will be performed in accordance with the provisions of BMC Chapter 15.12, Grading. See Figure 2-25, Conceptual Grading Plan.

Exiting conditions include Main Street at a higher elevation compared to the site, sloping towards the Mojave River. The proposed Rail Yard area would be excavated to result in a nearly-level grade between the east and west ends. With the proposed grading, most of the Rail Yard would be approximately 15-35 feet below Main Street as depicted in Figure 2-26A & B, Site Section - Concept Grading Cross-Section.

2.4.4 Natural Gas Services

BIG does not include any new natural gas infrastructure for BIG operations. BIG's buildings (e.g., within the Rail Yard and TWC) would use electric power for heating. Kinder-Morgan operates two existing 42-inch gas transmission lines within the BIG SP area, generally adjacent to Lenwood Channel. These lines and facilities would be protected in place.



N.T.S.

Figure 2-23, Existing FEMA Flood Zones

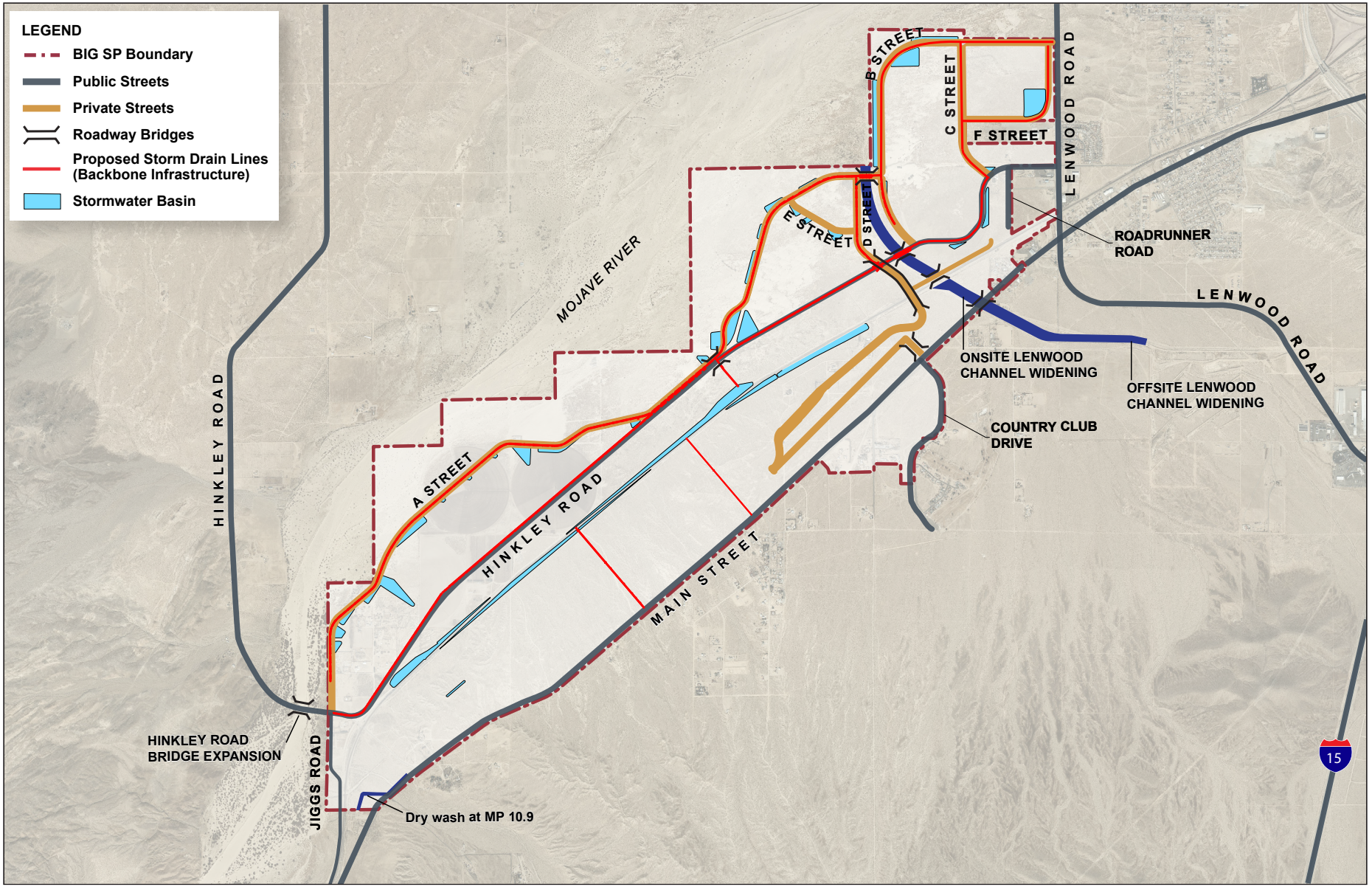
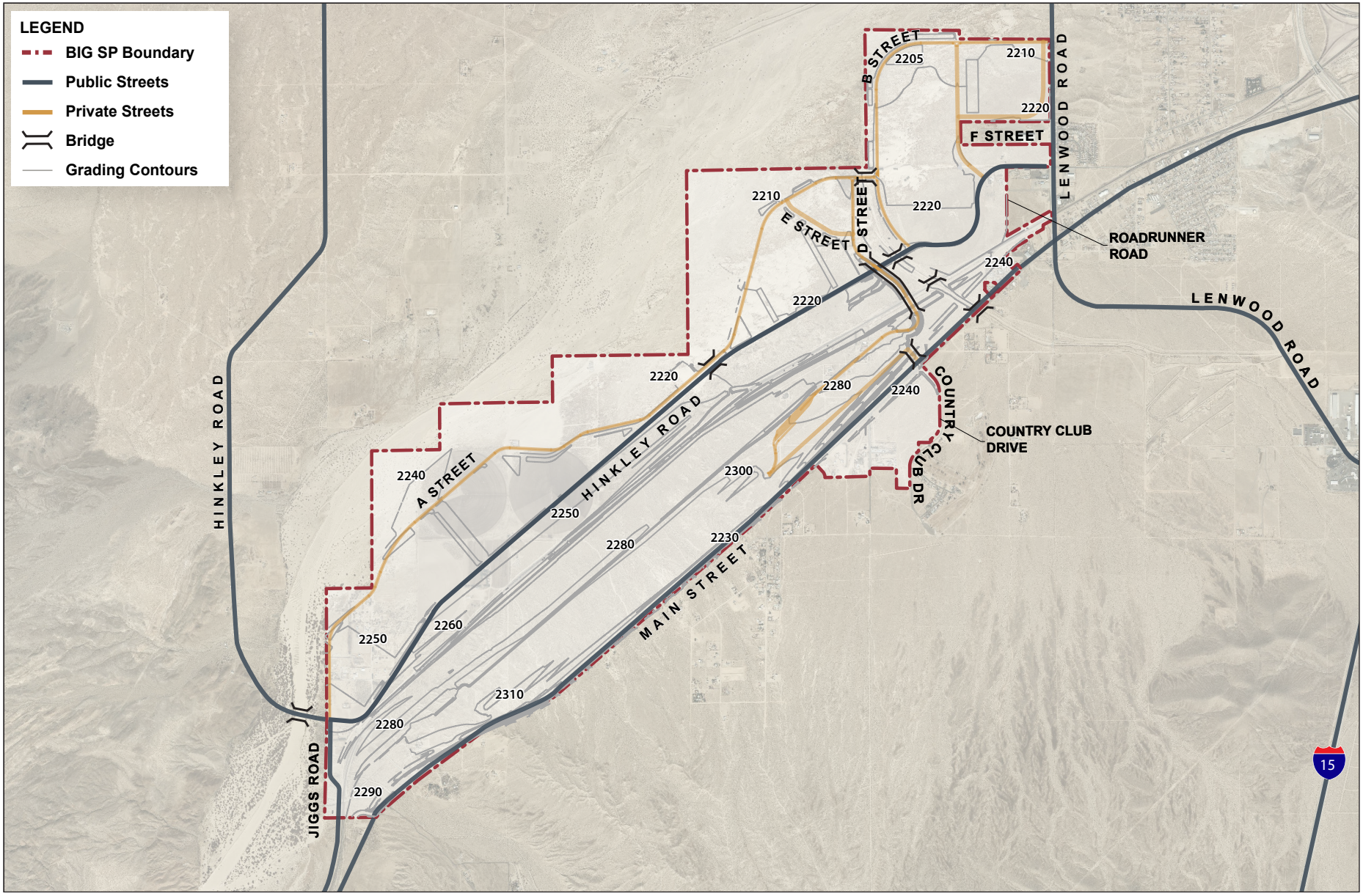


Figure 2-24, Conceptual Stormwater Plan

N.T.S.



N.T.S.

Figure 2-25, Conceptual Grading Plan

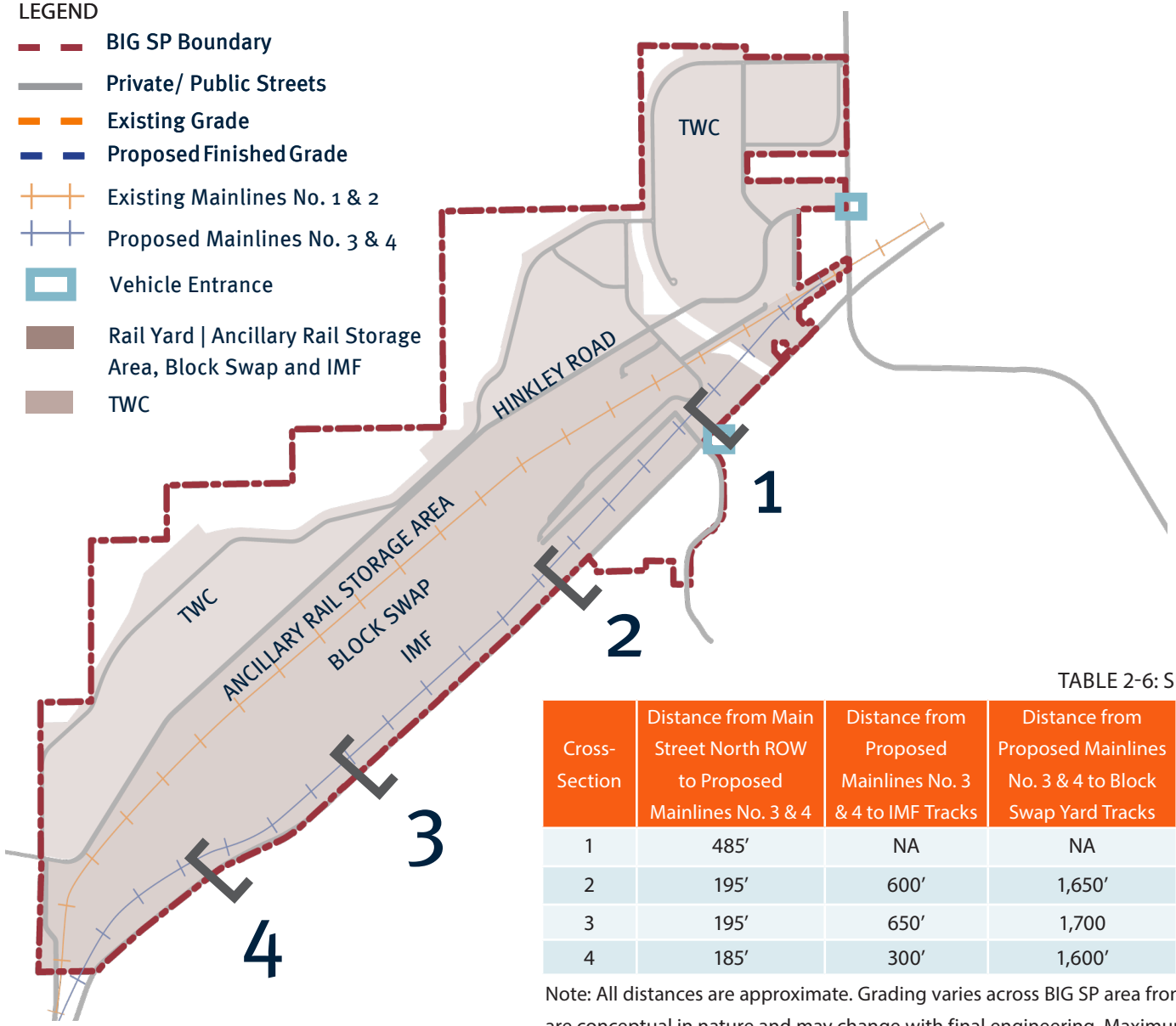


TABLE 2-6: SITE GRADING CROSS-SECTIONS DETAILS

Cross-Section	Distance from Main Street North ROW to Proposed Mainlines No. 3 & 4	Distance from Proposed Mainlines No. 3 & 4 to IMF Tracks	Distance from Proposed Mainlines No. 3 & 4 to Block Swap Yard Tracks	Distance from Proposed Mainlines No. 3 & 4 to Existing Mainlines No. 1 & 2	Distance from Proposed Mainlines No. 3 & 4 to Hinkley Road Centerline
1	485′	NA	NA	1,400′	2,700′
2	195′	600′	1,650′	2,750′	4,000′
3	195′	650′	1,700	3,000′	4,100′
4	185′	300′	1,600′	2,550′	3,500′

Note: All distances are approximate. Grading varies across BIG SP area frontage along Main Street. These cross-sections are conceptual in nature and may change with final engineering. Maximum grade difference is based on grade change depicted within imagery, and may vary across portions of the Rail Yard Overlay.

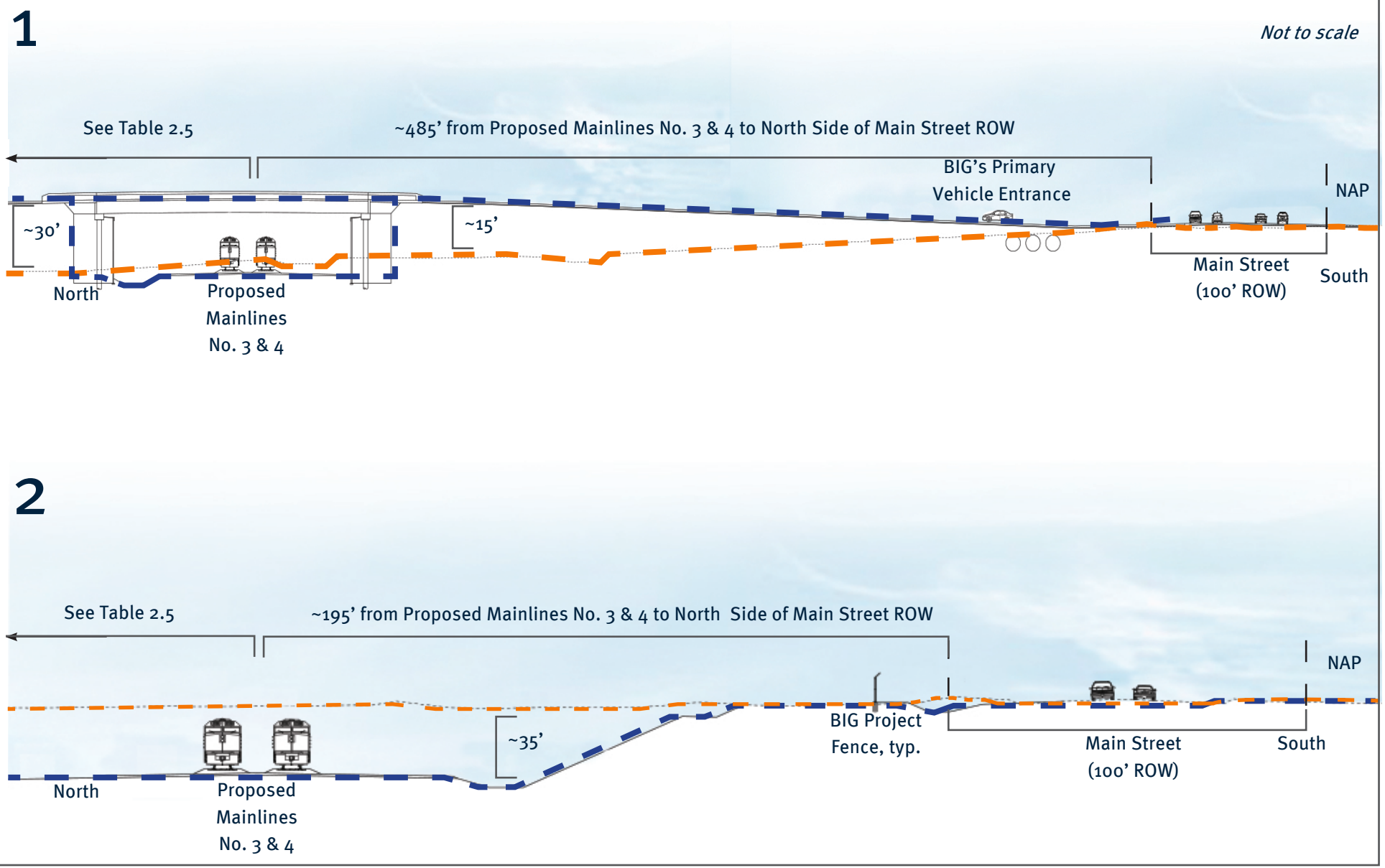


Figure 2-26A, Site Section - Conceptual Grading Cross-Section

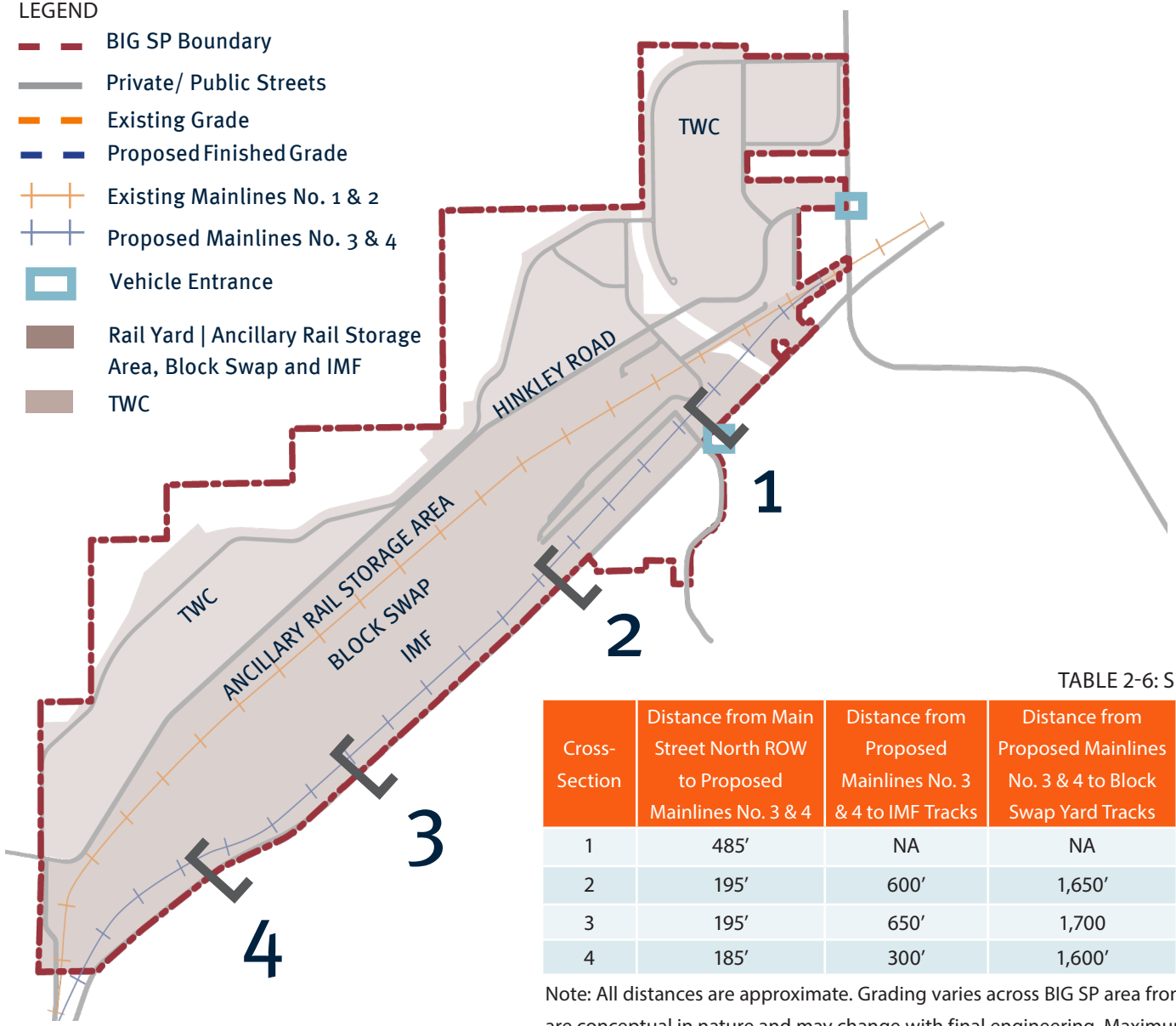


TABLE 2-6: SITE GRADING CROSS-SECTIONS DETAILS

Cross-Section	Distance from Main Street North ROW to Proposed Mainlines No. 3 & 4	Distance from Proposed Mainlines No. 3 & 4 to IMF Tracks	Distance from Proposed Mainlines No. 3 & 4 to Block Swap Yard Tracks	Distance from Proposed Mainlines No. 3 & 4 to Existing Mainlines No. 1 & 2	Distance from Proposed Mainlines No. 3 & 4 to Hinkley Road Centerline
1	485′	NA	NA	1,400′	2,700′
2	195′	600′	1,650′	2,750′	4,000′
3	195′	650′	1,700	3,000′	4,100′
4	185′	300′	1,600′	2,550′	3,500′

Note: All distances are approximate. Grading varies across BIG SP area frontage along Main Street. These cross-sections are conceptual in nature and may change with final engineering. Maximum grade difference is based on grade change depicted within imagery, and may vary across portions of the Rail Yard Overlay.

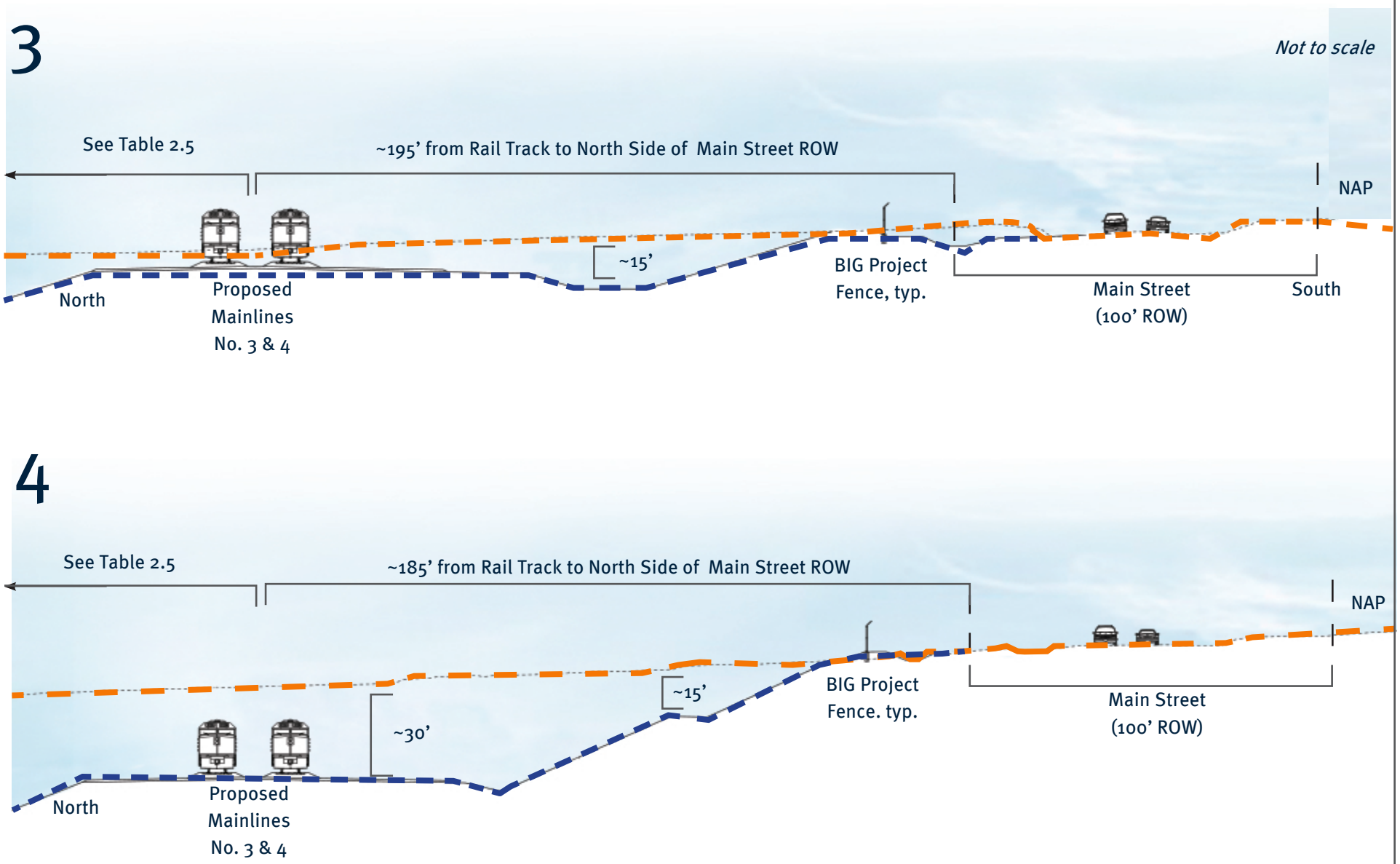


Figure 2-26B, Site Section - Conceptual Grading Cross-Section

2.4.5 Electrical Service

BIG operations would generate permanent electric power demand from the TWC (lighting, electric vehicle charging for material handling, and forklifts) and rail yard (lighting, buildings, cranes, and electric hostler trucks) to move containers between the rail yard and the TWC. As shown in Figure 2-27, Conceptual Electrical Plan, BIG will construct the following on-site electric power facilities to serve BIG:

1. Three substations: two substations at the eastern and western extents of the rail yard and one substation within the solar farm.

2. Three 33 kV distribution lines connecting via overhead and underground duct banks from the TWC and rail yard to the existing Southern California Edison (SCE) Tortilla Substation located approximately 0.4 mile south of the Veterans Parkway at Diamond Avenue intersection. This proposed 33KV distribution route would extend approximately 7.7 miles to reach the IMFs eastern extent.

3. Additional 33kV distribution lines connecting via overhead and underground duct banks in a loop around the west end of the IMF and north end of the TWC. These 33KV distribution lines would total 23 miles of conduit within the BIG Specific Plan area.

4. Concerning the Tortilla Substation, SCE would make modifications which include constructing new feeders and new power distribution lines. Within the Tortilla Substation's existing fence line, SCE would also make modifications to supply the new feeders from their existing 115kV-33kV transformers.

5. A private solar powered utility (solar farm) is located on the south side of the BIG rail yard, at the southwest corner of the Main Street at Country Club Drive intersection. The solar farm would include a battery electric storage system (BESS) and a new substation at the northwest corner to route power from the solar farm to the BIG rail yard. The solar farm is estimated to generate approximately 49.2 GWh annually to the rail yard. The solar farm would be fenced to prevent trespass and would include internal maintenance roads.

In order to provide backup power in the event of Tortilla Substation service interruptions, diesel generators are at various locations across the Rail Yard and TWC. The Rail Yard would include up to 10 generators at the far western extent, while the TWC would include up to 29 generators dispersed throughout. Generators would only be used for emergency power. Additionally, BIG would comply with CalGreen regulations requiring that rooftop solar generation to be installed on the industrial warehouse rooftops (Title 24, Section 140.10).

2.5 PUBLIC SERVICES

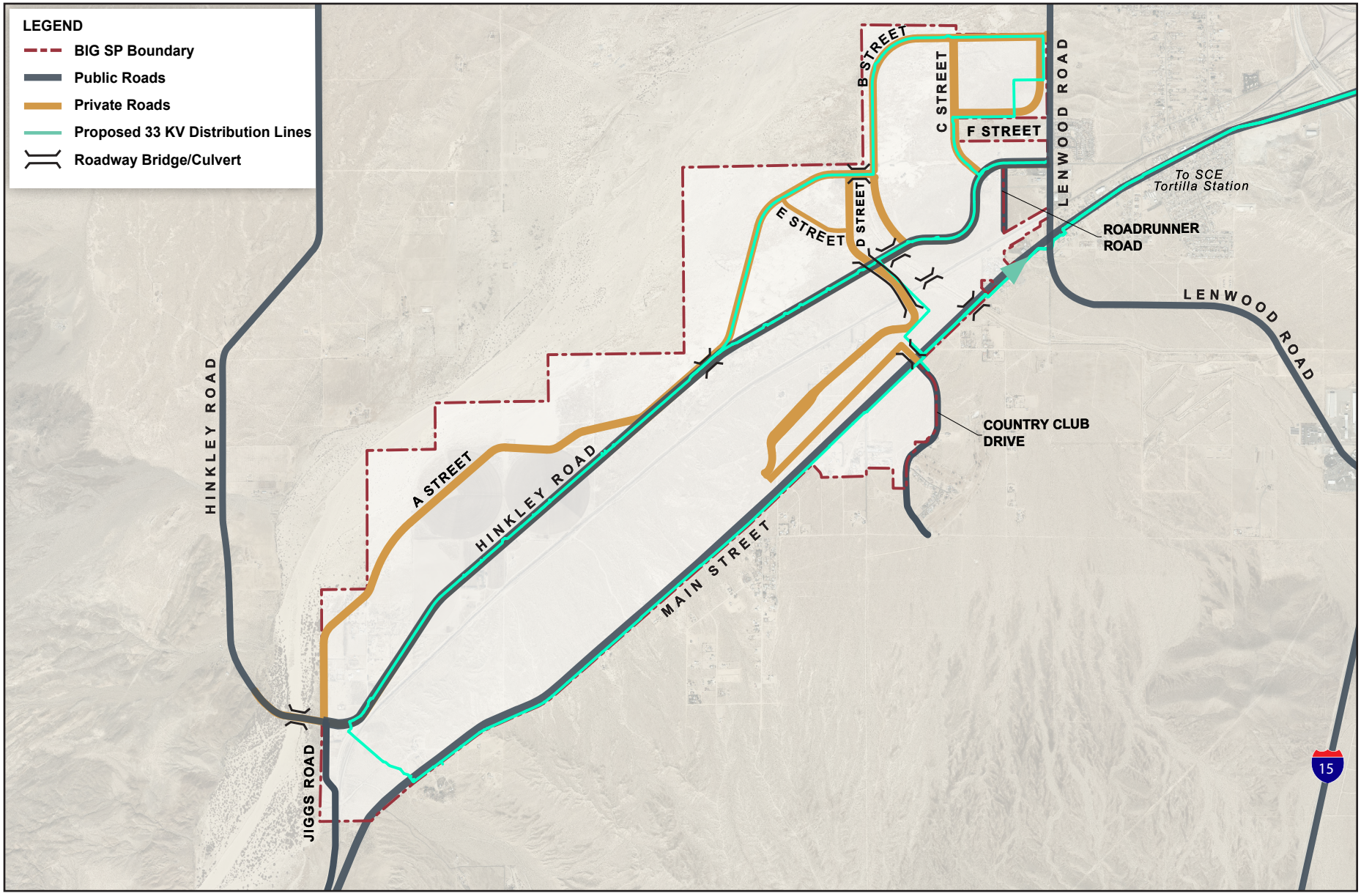
2.5.1 Fire Service

Fire protection services to the BIG SP area will be provided by the Barstow Fire Protection District (BFPD). BFPD is a subsidiary district of the City, which provides fire protection and prevention, emergency medical, rescue, and hazardous materials response services. BFPD currently serves a total population of approximately 47,946 persons (23,407 City residents and 24,539 unincorporated County residents) in an area of approximately 60 square miles. BFPD currently employs 30 employees (28 fire-fighter responders and two staff). There are two BFPD fire stations near the BIG SP area as detailed below:

A. Station 366, located at 2600 West Main Street in Barstow, which is approximately 5 miles east from BIG SP area; and

B. BFPD Headquarters Station 361, located at 861 Barstow Road in Barstow, which is approximately 10 miles east from BIG SP area.

Additionally, BNSF has prepared a System Emergency Response Plan (BNSF Response Plan) to respond to emergencies. The BNSF Response Plan describes procedures for responding to hazardous release emergencies, persons and agencies to contact, locations for personnel to evacuate to, and prevention practices to limit the potential of these emergencies. BNSF has also established a website (www.BNSFhazmat.com) to communicate with first responders.



N.T.S.

Figure 2-27, Conceptual Electrical Plan

2.5.2 Police Service

Police protection services to the BIG SP area will be provided by internal BNSF Police in conjunction with City of Barstow Police Department (BPD). The BNSF Police Team is the law enforcement division of BNSF's Resource Protection Team. Railroad police officers are provided police authority from State and local governments and are authorized interstate authority by the federal government. BNSF police protection services consist of over 180 sworn agents and over 20 support personnel that work in partnership with state and local agencies to help deter crimes conducted on railroad property or against railroad employees.

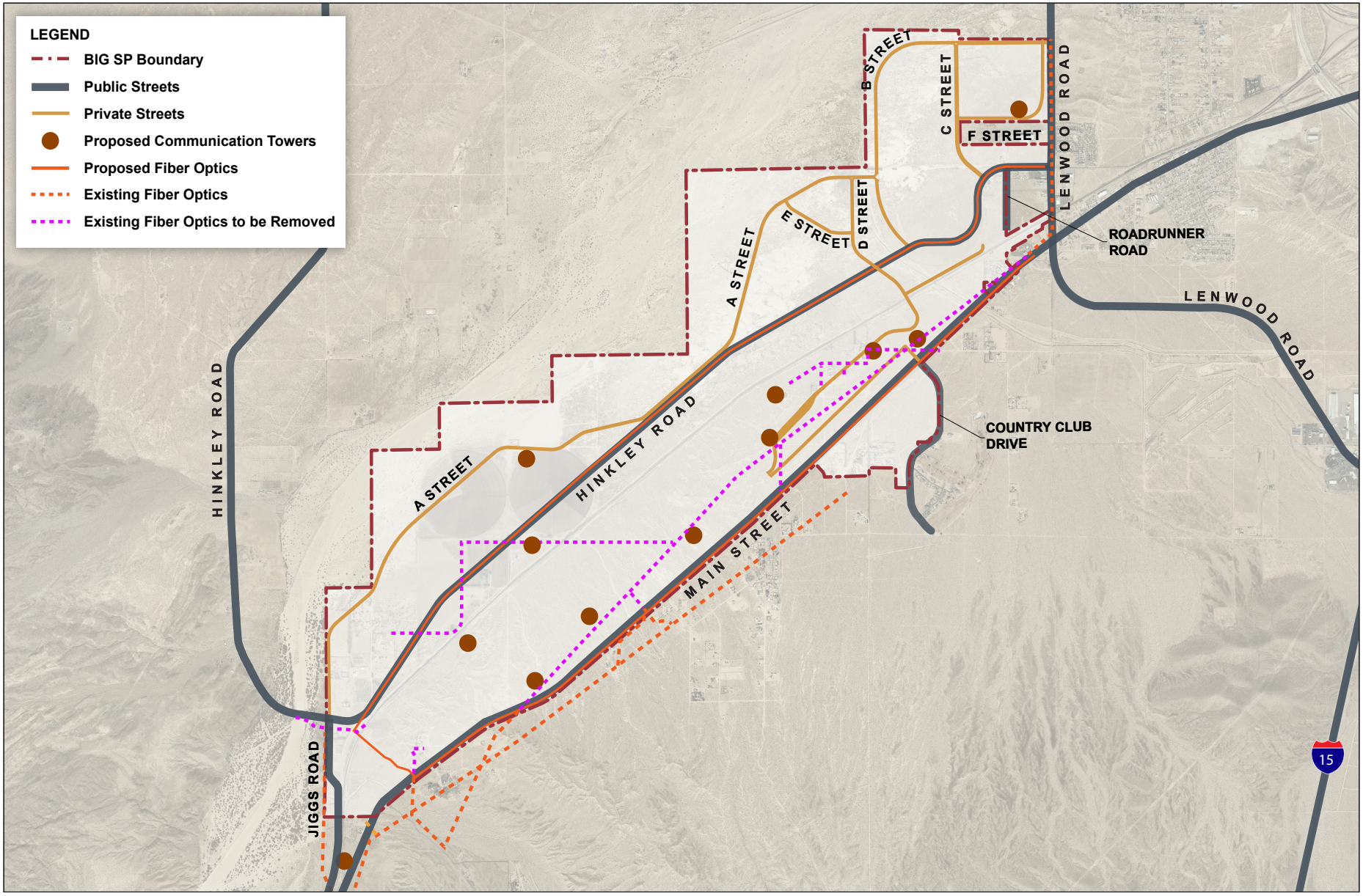
The Barstow Police Department (BPD), headquartered at 220 East Mountain View Street, provides 24/7 services to Barstow' residents and businesses and has a service area of 40 square miles. The BPD has 47 sworn officers and 20 non-sworn staff. The nearest first response police station to the BIG SP area is located within downtown Barstow, which is approximately 7 miles to the east.

2.5.3 Solid Waste

The City of Barstow has an agreement with Burrtec Services to provide mixed waste collection and organic recycling services as well as other programs to its residents and business community. BIG's solid waste would be collected on-site by Burrtec Services and disposed of at the Barstow Sanitary Landfill.

2.6 COMMUNICATIONS

Telecommunication lines cross the BIG footprint along Lenwood Road and along the southern edge of the existing tracks. Underground utilities may also be present. All underground communication facilities are assumed to have shallow depths except those crossing under existing features such as underpasses and creeks. Lines within the BIG footprint may be relocated adjacent to/within existing and proposed rights of way or abandoned. In addition, BNSF Telecommunications would install approximately 12 communication towers with heights generally between 100 - 120 feet, though two communication towers would be 160 feet tall. BIG's communications improvements are shown on Figure 2-28, Conceptual Communications Plan.



N.T.S.

Figure 2-28, Conceptual Communication Plan

This page is intentionally left blank.

DEVELOPMENT REGULATIONS

3

This Chapter defines the land use regulations unique to the Specific Plan. These development regulations address buildings and site improvements and are essential to achieve the Specific Plan's vision.

3 DEVELOPMENT REGULATIONS

The purpose of this Chapter is to provide development regulations which apply to the land uses established within the Land Use Plan. These regulations specify the permitted uses and include development regulations applicable to specific land uses (i.e., regarding setbacks, buffering, access, building height limits, etc.), as well as general provisions applicable to all uses concerning parking, walls and fences, signage, and lighting.

These development regulations shall be used in conjunction with Chapter 4, Design Guidelines, which describe and illustrate building designs, concepts, and features that will promote the high-quality development that is envisioned for the BIG SP area.

3.1 GENERAL PROVISIONS

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to utilize Specific Plans for purposes of implementing the City's General Plan goals and policies.

Application of these regulations is specifically intended to provide the most appropriate use of the land, create a harmonious relationship among land uses, and protect the community's health, safety, and welfare. Except for uses within the Rail Yard Overlay, the following General Provisions apply to all uses within the BIG SP area consistent with the intent, purposes, and objectives of BIG SP. Uses within the Rail Yard Overlay are governed by Federal law.

3.1.1 Applicability

BIG SP has been developed as both a regulatory and a land use policy document, which, upon adoption by the City, will constitute the regulatory governing document for the BIG SP area. The City has concurrently zoned the BIG SP area as the Barstow International Gateway Specific Plan zone. Development plans or agreements, tract or parcel maps, site plans, or any other action requiring ministerial or discretionary approval for the subject property must be substantially consistent with BIG SP. California Government Code Section 65454 requires that a Specific Plan be consistent with the General Plan. The BIG SP is consistent with the updated, concurrently adopted General Plan.

Where conflicts exist between the regulations contained in this BIG SP and those found in the Barstow Municipal Code (BMC), the regulations in this BIG SP shall take precedence. Any topical area concerning site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this BIG SP document shall be subject to the provisions of the City's updated, adopted General Plan first, then the BMC using the intent, purposes and objectives of BIG SP as a guide in interpreting their application to the BIG SP area.

3.1.2 Definitions

The meaning and construction of words, phrases, titles, and terms shall be as specifically provided within BIG SP. If a word is not defined within BIG SP or in the BMC, the Community Development Director or their designee shall determine the definition consistent with the intent, goals, and objectives of BIG SP. Definitions related to specific permitted uses are provided within Table 3-1, Permitted and Ancillary Uses and included in Appendix A - Definitions.

Any ambiguity concerning the content or application of BIG SP shall be resolved by the Community Development Director or their designee. Such interpretations shall consider the stated goals and intent of this Specific Plan. The Community Development Director or their designee may review any administrative interpretation, subject to further appeal to the Planning Commission according to BMC Chapter 19.44 of the BMC. Administration of BIG SP shall follow BMC Section 19.22.030 and applicable law

3.1.3 Subsequent Building Modification

Subsequent building modification by tenant or property owners, including additions and/or projections into setback areas permitted by BIG SP, shall match the architectural style of the primary building and shall be constructed of the same or complementary materials and colors as the primary building and/or in context with the overall Design Guidelines.

3.1.4 Modifications to Development Regulations

Minor modifications are discussed under Section 5.1.5, Substantial Conformance, and Section 5.1.6, Minor Modifications to BIG SP.

3.1.5 Height

Building height means the vertical distance from the finished grade of the lot to the highest average point of the building or structure. See Table 3-2, TWC Development Regulations. Rooftop equipment may extend above the maximum allowable building height as defined in Section 3.3, Development Regulations below. Building height exemptions consistent with the intent, purposes, and objectives of BIG SP shall be allowed by approval of the Community Development Director or their designee.

3.1.6 Grading

Development within BIG SP area shall utilize grading techniques as approved by the City Engineer and the City of Barstow. All preliminary and final grading plans shall be prepared in accordance with the Uniform Building Code and Title 15 of the BMC, except as modified herein and approved by the City Engineer.

3.2 PERMITTED USES

3.2.1 Permitted and Ancillary Uses

Table 3-1, Permitted and Ancillary Uses, shows the uses that may be developed within each land use area within BIG SP. This Specific Plan allows minor adjustments per the provisions of Chapter 5, Implementation. Minor adjustments include interpretations that facilitate the approval of unlisted uses that are similar to listed uses in nature and impact. The inclusion of any uses not expressly listed in Table 3.1, Permitted and Ancillary Uses may be permitted subject to a determination by the Community Development Director or their designee made pursuant to the Minor Amendments procedures set forth in Section 5.1.6 of this Specific Plan, subject to appeal as provided in the BMC.

3.2.2 Interim Uses

The following interim uses may be permitted in any land use area ultimately planned for development prior to its entitlement for its primary permitted use.

A. Stockpiling of soil for use in subsequent phases as part of a grading permit approval. The duration of soil stockpiling will be determined as part of the issuance of the grading permit.

B. Construction and construction staging, including materials storage lots for construction projects, landscape material staging, temporary parking, and construction trailers are subject to the City's ministerial approval of a Construction Management Plan.

C. Buildings/housing for security during construction

D. Temporary housing for workers during BIG construction

E. Temporary goods movement facilities

The symbols shown in Table 3-1, Permitted and Ancillary Uses, are defined as follows:

"P" means the use is permitted by right, subject to applicable development regulations contained in this Specific Plan. A Conditional Use Permit is not required.

"A" means the use is permitted by right, provided the use is ancillary/allowed in conjunction with a primary permitted use of the property.

"X" means the use is not permitted.

TABLE 3-1: PERMITTED AND ANCILLARY USES

Uses	Rail Yard Overlay	TWC	Mojave River Buffer	Private Utility	Notes
Administration and Professional Offices	A	A	X	A	
Ancillary Rail Storage Area	P	X	X	X	See Appendix A, Definitions for Ancillary Rail Storage Area
Ancillary Support	P	P	X	X	Facilities that provide services, including fueling facilities and limited commercial uses oriented to truck and rail operators. Fuel sales are for contractors, employees, and on-site operators and not open to the public.
Auto / Rail Repair (Minor)	A	A	X	A	See Appendix A, Definitions for Auto/ Rail Repair (Minor).
Auto / Rail Repair (Major)	P	P	X	A	See Appendix A, Definitions for Auto/ Rail Repair (Major).
Energy Storage (Outdoor)	P	P	X	P	See Appendix A, Definitions for Energy Storage (Outdoor).
Industrial Retail Sales	X	P	X	X	
Outdoor Storage	P	P	X	P	
Overnight truck and trailer parking	P	P	X	P	For permitted uses on-site only.
Onsite utility and structures	P	P	P	P	Inclusive of telecommunications facilities / cell sites.
Property maintenance facilities	P	P	X	P	
Portable storage container use	P	P	X	P	
Rail Yard (Overlay)	P	X	X	X	See Appendix A, Definitions for Rail Yard Overlay.
Sorting Center / Shipping/ Parcel delivery	X	P	X	X	See Appendix A, Definitions for Sorting Center.
Transload Warehouse Center (TWC)	X	P	X	X	See Appendix A, Definitions for TWC.
Truck Service/Repairs/Storage	P	A	X	X	
Truck Vehicle Washing	P	P	X	A	
Uses not listed but similar in nature and consistent with the intent of the Specific Plan	P	P	P	P	Subject to the Community Development Director or their designee's Interpretation.

3.3 DEVELOPMENT REGULATIONS

3.3.1 Rail Yard Overlay

A. The square footage of individual administrative and professional offices within the railyard may vary, but the Maximum FAR shall not be exceeded.

B. All administrative and professional offices are considered an ancillary use to the primary use, Rail Yard.

C. All development regulations as they pertain to design of rail services, including the IMF, Block Swap Yard, and Ancillary Rail Storage Area, are subject to applicable California Public Utility Commission (CPUC) and BNSF Engineering Standards for operating requirements.

D. All rail services identified within Figure 2-2, BIG SP Conceptual Site Plan, are permitted and approved upon adoption of BIG SP.

E. Rail services shall be designed based upon applicable provisions of the Manual for Railway Engineering of the American Railway Engineering and Maintenance-of-Way Association (AREMA Manual).

F. Rail operations, including the IMF, Block Swap Yard, and Ancillary Rail Storage Area, operate 365 days a year and 24 hours a day.

G. Walls and fencing shall be provided to safeguard the general public and prevent trespassers from entering BNSF-owned property, right-of-way, and accessing the track or other ancillary rail structures.

3.3.2 Transload Warehouse Center (TWC)

A. The square footage of individual transload warehouse structures within the railyard may vary, but the Maximum FAR shall not be exceeded.

B. Development Regulations pertaining to the TWC shall follow Table 3-2, TWC Development Regulations, described below.

C. The building layouts reflected in Figure 2-2, BIG SP Conceptual Site Plan, are conceptual in nature and may change with final engineering. If a transload warehouse layout is altered the final engineering layouts for water, sewer, and on-site stormwater drainage may be modified to accommodate the altered layout without a Specific Plan Amendment pursuant to Section 5.1.7.

D. All administrative and professional offices within the TWC are considered an ancillary use, and assumes no greater than 10% of the gross building SF of the primary use.

E. Building heights may exceed the maximum with the appropriate site conditions as approved by the Community Development Director or their designee.

F. To enhance visual interest for travelers along Hinkley Road and Lenwood Road, building planes visible from public rights-of-way shall be articulated by variations in exterior design treatments such as material changes, horizontal projections and recesses, scoring and similar features. Such design treatments shall be incorporated every 100 feet or where practical as it aligns with panel construction.

G. A buffer from loading docks shall be implemented where TWC operations occur adjacent to existing residential uses. Buffer design shall include one or a combination of the following: fencing, walls, berms and/or slopes.

H. Equipment, trailers, and loading docks that are visible from public right-of-way shall be screened with one or a combination of walls or fences that have a minimum height of eight (8) feet to the extent practical. See Section 3.5 for additional wall and fencing regulations.

I. Transload warehousing shall provide onsite parking for heavy-duty trucks and passenger vehicles per the parking regulations in Table 3-3, TWC Parking Regulations.

J. Drive aisles shall have a minimum width of 26 feet subject to approval of a fire access plan by the Barstow Fire Protection District (BFPD) as part of the City's Design Review. The BFPD Fire Official may approve a reduced fire lane width provided there is adequate emergency access.

K. Drainage is permitted in landscape buffers and/or setbacks.

L. The TWC operates 365 days a year and 24 hours a day.

TABLE 3-2: TWC DEVELOPMENT REGULATIONS

Standard TWC	Dimension/Standard
Minimum Lot Size	1 acre
Floor Area Ratio (maximum)[1]	0.65
Building Setback	
From Public Street	30 feet
From Private Street	25 feet
From Side	15 feet
From Rear	15 feet
Building Separation	
At bays/loading dock	100 feet
At bays/loading docks from Sensitive Use	500 feet
Site Landscaping[2]	10%
Building Height (maximum)	75 feet

1 FAR is calculated from total building square footage within the TWC land use designation. FAR shall not include mechanical mezzanines.

2 Site Landscaping coverage shall be determined based on the net total acreage of the TWC land use designation.

3.3.3 Mojave River Buffer

A. Buildings shall be prohibited.

B. Utility infrastructure (i.e. water) and stormwater drainage shall be permitted to detain and infiltrate any stormwater in excess of predevelopment flows then discharge to existing drainageways through stormwater best management practices.

C. Roadway and access improvements shall be restricted to maintenance and emergency response purposes only.

3.3.4 Private Solar Power Utility

A. The primary structure shall be the solar power utility (i.e., solar farm). Any additional structures shall be ancillary to the private solar power utility and for utility purposes only.

B. Provide a minimum 30-foot setback from the public right-of-way, and side and rear property lines.

C. Roadway and access shall be provided to accommodate service, maintenance, and emergency vehicles as determined appropriate.

3.4 PARKING

Unless otherwise provided herein, parking regulations within the BIG SP area shall be provided in accordance with the ratios in Table 3-3, Parking Regulations.

Parking shall not be included within the Mojave River Buffer or Public/ Quasi-Public – Flood Control.

Parking stall dimensions (including wheel stops) shall be in accordance with the BMC), are summarized as follows:

A. Standard automobile stalls: 9 feet by 18 feet

B. Compact Stalls: 8 feet by 15 feet (20% of stalls maximum)

C. On-site landscaping or lighting standards do not apply to truck parking areas where there is truck traffic to accommodate truck circulation.

TABLE 3-3: PARKING RATIOS

Use	Parking Ratio	
General Industrial – Rail Yard Overlay and Private Utility		
Commercial / Office	1 space / 300 SF	
General Industrial – TWC		
Less than 100,000 SF	1 space / 5,000 SF inclusive of building size.	
100,000 + SF	1 space / 10,000 SF inclusive of building size, or one space for each employee on the maximum shift, whichever is less.	
Carpool Stalls	2% of auto stalls	
EV Charging Stations	Total Number of Actual Parking Spaces	Number of EV Capable Spaces
	0-9	0
	10-25	4
	26-50	8
	51-75	13
	76-100	17
	101-150	25
	151-200	35
	201 and over	20% of actual parking spaces
Ancillary Office & Retail	1 space / 300 SF	
Tractor/Trailer	1 tractor / trailer space per dock door	

Tenant car parking demand is approved administratively as part of the BIG SP process (See Section 5.2.1).

3.5 WALLS AND FENCING

Walls and fencing shall be differentiated between the proposed uses. Below are details of the operational differences between Rail Yard Overlay, Private Utility and TWC requirements. Walls and fencing shall not be included within the Mojave River Buffer or Public/ Quasi-Public – Flood Control.

3.5.1 Rail Yard Overlay and Private Solar Power Utility

Required walls and fencing within the BIG SP area shall be provided in accordance with Table 3-4, Fencing Types. Where possible, fencing shall be located outside the BNSF rail right-of-way and encompassing areas to limit trespassing for safety.

All fencing shall be designed to secure the property and prevent public access. Chain link fence is predominately used within these uses; however, additional fence types may be used in locations where trespassers may cut a chain link fence, or where there is greater interface with the public. Fencing is not intended to screen Rail Yard Overlay and Private Solar Power Utility uses from the public.

3.5.2 TWC

Required walls and fencing within the BIG SP area shall be provided in accordance with Table 3-4, Fencing Types.

Fence materials may consist of chain linked fence, tubular steel fences, masonry blocks, or a combined low block wall/fence as described in Chapter 4, Design Guidelines. Walls or fencing may be provided at the perimeter of a portion or the whole site of the TWC user area and warehouse staging area.

TABLE 3-4: FENCING TYPES

Fence Type	Minimum Opening Size	Height: Minimum to Maximum
Chain Link	2 inches	6 feet to 8 feet
Wrought Iron Picket Fence	3 inches	5 feet to 7 feet
All Architectural Wall or Fencing	2 inches	5 feet to 7 feet
High Security	2 inches	6 feet to 8 feet

Note: Walls or fencing used may exceed 8-feet to the extent practical for screening purposes, if approved by the Community Development Director or designee.

3.6 LIGHTING

Lighting shall be fully shielded and placed such that it limits light trespass to extent feasible in accordance with below standards.

3.6.1 Rail Yard Overlay and Private Solar Power Utility

Care shall be taken in lighting placement such that trains will not mistake the lights for train signals, nor shall they interfere with the train engineer's sight distance for existing signal aspects. The following regulations shall be applied:

A. The minimum lighting design criteria shall be an average of one (1) foot-candle per square foot within the Block Swap and IMF areas within the Rail Yard Overlay. Two (2) foot-candles per square foot or greater may be required at BNSF's discretion.

B. All lights shall be full cutoff or fully shielded to prevent uplight and limit horizontal spill.

C. Lighting shall accommodate heights and locations that do not obstruct the Rail Yard operations and the maneuverability of trains, trucks, and vehicles.

D. Red strobe or beacon light shall be provided in accordance with FAA14 CFR Part 77.

E. Warm lighting (3000K or lower) shall be used to reduce blue light emissions.

3.6.2 TWC

The lighting design shall be approved by the City as part of the City's Design Review process and should follow requirements in Table 3-5, Lighting Requirements.

TABLE 3-5: TWC LIGHTING REQUIREMENTS

Category	Requirements
Location	Lighting shall be provided for all parking areas, truck courts, vehicular byways and be focused, directed, and arranged to limit glare or light trespass on streets or adjoining property.
Pedestrian Lighting	All pedestrian walkways, building entries, and pathways shall be illuminated to provide pedestrian orientation and clearly identify a safe and secure route between parking areas and points of entry to the building.
Service Area Lighting	Service area and security lighting shall be directed to those areas within the limits of the service area. Wall-mounted, security-type, service area lighting fixtures may be used only in screened service areas and only if direct light is kept within these areas. In all other areas, wall-mounted service lighting shall consist of cut-off type fixtures.
Orientation	All exterior lighting fixtures shall be directed downward to illuminate pedestrian pathways and parking areas and avoid unnecessary glare and light trespass.
Height	Pole-mounted or building-mounted lighting fixtures shall be no more than 50-feet in height to limit light trespass beyond the parking lot or service area. An exception to this maximum height requirement can be approved or modified as part of the Site Plan Review by the Community Development Director, or designee.
Shielding	Pole-mounted lights shall be shielded, and the light directed away from the public streets. Pole-mounted lights shall utilize cut-off fixtures and shall not be directed toward residences.
Light Fixtures	Building entries shall be lit with soffit, bollard, step, or comparable lighting.

3.7 SIGNAGE

BNSF shall submit for City approval, as part of the development application for the first implementing project within the BIG SP area, a Master Signage Program (MSP) for monument and wall signage within the BIG SP area.

This page is intentionally left blank.

This page is intentionally left blank.

DESIGN GUIDELINES

4

This Chapter explains design concepts and establishes design guidelines for development within the BIG Specific Plan area. These guidelines address the built form for the various land use designations and general guidelines related to circulation and parking, landscaping, and signage.

4 DESIGN GUIDELINES

4.1 PURPOSE AND INTENT

BIG SP Design Guidelines provide general criteria for architecture, landscaping, entry monumentation, walls and fences, and other design elements that will reinforce efficiencies of operations envisioned for the BIG SP area. The design guidelines in this chapter should be used in conjunction with the development regulations described in Chapter 3, Development Regulations.

The Rail Yard Overlay area and all operations and buildings within the Rail Yard Overlay are exempt from these design guidelines.

The architectural design guidelines describe the intended architectural themes and styles for buildings permitted within the BIG SP TWC area and are intended to provide a basis for decisions regarding the built environment. These design guidelines serve to promote cohesive design and enhance BIG SP's intent. These guidelines take a flexible approach to guidance, recognizing that architectural design preferences can change over time. Conceptual graphics and imagery are included as visual references but do not represent the only approach that may be taken to design within BIG SP.

These design guidelines serve the following functions:

A. To provide the City of Barstow with assurance that the BIG SP area will be developed in accordance with the quality and character described within BIG SP.

B. To establish design guidelines for architecture, circulation, landscape, parking, lighting, and other distinguishing features.

C. To provide guidance to City staff and decision-makers in the review of future implementing projects within the BIG SP area.

D. To provide builders, planners, architects, engineers, landscape architects, and property owners with guidelines and recommendations to aid in maintaining a high level of cohesiveness and unity within BIG SP while still allowing for a degree of individual expression and creativity.

E. To encourage sustainable design solutions that reduce energy consumption, use water efficiently, and avoid waste.

F. Create simple building designs that result in efficient use of space, materials, and resources while maintaining a high level of design integrity.

The Design Guidelines are intended to be flexible and work in concert with the Development Regulations contained in Chapter 3. As guidelines, they are subject to modification over time to respond to unanticipated conditions, such as changes in the real estate market, specific needs of building users, technology advancements, and economic fluctuations. These guidelines should be implemented through the review of site plan and building permit processing.

4.2 RAIL YARD OVERLAY DESIGN CRITERIA

The Rail Yard Overlay area and all operations and buildings within the Rail Yard Overlay are exempt from the design guidelines in this chapter.

4.3 TWC DESIGN CRITERIA

Architectural styles for development within the TWC should be contemporary with clean, efficient lines. Large footprint industrial uses lend themselves to a more contemporary architectural style, as they need large expansive areas to create efficiencies to move product quickly.

The criteria listed below are used to determine compliance to the regulations provided in Chapter 3 and depicted in Figure 4-1, TWC Conceptual Imagery:

A. Exterior building modulation that does not interfere with floor plans geared to the efficient travel and movement of goods, persons, and automated machines within the building. Use of techniques to vary exterior elements without affecting floor plans is highly desirable, such as change of plane, rooflines, color, texture, and materials. Murals and wall-mounted signage can also have the same effect.

B. Large areas such as the loading docks are for the movement and docking of trucks to receive and transport goods.

C. Buildings are located on each site in a manner that is efficient, appropriate to site conditions, supportive of the overall architectural composition, and compatible with nearby projects throughout the BIG SP area.

D. Buildings are located to enhance BIG SP visibility and identity while maintaining compatible relationships with adjacent projects and street views.

E. Contemporary-inspired design elements often include the following components:

   a. Asymmetrical façade with simple boxlike massing,

   b. Smooth plaster or stucco surfaces,

   c. Building colors are white, off-white, or earth tone with contrasting door and window trim colors,

   d. Use decorative tile insets in the façade, especially to denote areas of importance.

4.3.1 TWC Building Mass, Orientation, and Form

Building form is a defining feature of architecture. Shape, massing, scale, proportion, and articulation are all components of a building's form.

4.3.1.1 Massing

Development within the BIG SP area should follow the principles below relating to building massing:

A. Massing should be broken up with repeating elements at entryways, and marking building corners to promote balance and visual interest.

B. Arbitrary, complicated building design and rooflines should be avoided.

C. Buildings can be designed with consistent, uniform facades, with the center of the facade emphasized or with the corners of the facade emphasizing building function, structure and scale.

D. Long horizontal stretches of the building's façade should be broken up through a push or pull of the façade, vertical banding, a change in color materials, or the use of other design elements that break up the façade massing at least every 100 feet or where practical based on panel construction.



Building facades should be broken up through the use of different materials, vertical or horizontal banding, or other architectural features.



Examples of TWC building. These features are representative of proposed development within the SP area.

Figure 4-1, TWC Conceptual Imagery

N.T.S.

4.3.1.2 Orientation And Form

The following design guidelines relating to the buildings' form should be incorporated for implementing projects.

A. The overall building massing should consist of simple, geometric forms.

B. Buildings should be oriented to provide convenient access to entrances and efficient internal circulation.

C. A parapet or some other method of screening should be implemented to keep rooftop mechanical equipment screened from public view.

D. Visitor parking should be located with convenient access to building entries.

E. Building forms and elevations should be articulated in a manner that will enhance the primary building entry points and create interesting rooflines, building shapes, and patterns of shade and shadow.

F. The overall site design should incorporate rest areas for employees that are easily accessible and visible from the buildings or the street for safety and surveillance purposes.

4.3.2 Façade Articulation and Entries

Building entries are often the most important portions of a building façade and, as such, should be defined visually through the use of enhanced architectural features.

Development should consider the following guidelines for building entrances:

A. Primary building entries are encouraged to be easily identifiable through the use of architectural elements, signage, lighting, canopies, roof form, hardscape, architectural projections, columns, or other design features that help emphasize a building's entry.

B. Building entries should be clearly accessible from the adjacent vehicular parking areas.

4.3.3 Exterior Materials and Colors

A. Exterior Color schemes should be neutral earth tones that are sensitive to the existing environment, blending in with surrounding buildings and natural landscapes.

B. A combination of materials and/or colors should be used that emphasize the differentiation between various components or functions of the building.

C. Large expanses of light-colored surfaces should incorporate some darker colors accents to help break up large building facades.

D. Accent elements should complement the architectural style and be complementary in color and material. Accent elements are encouraged at main vehicle and pedestrian entries to create visual identity and marketing opportunities for the user/tenant.

E. Specific users/tenants within the TWC are allowed to use corporate materials and colors that pertain to individual site plan layouts.

F. Use of the following materials should be prohibited: Reflective glass; aluminum or plastic siding; and Plant-on wood facades and plywood sidings.

4.3.4 Outdoor Furnishings

Furnishings (e.g., benches, trash and recycling receptacles, employee rest areas, etc.) can be intermittently located at strategic points within TWC developable property. Selection of these furnishings should consider the natural elements of Barstow (i.e. heat, wind.)

A. Furnishings will be made of durable, quality materials and should consider the functional capabilities, resistance to vandals, and ease of maintenance.

B. Furnishings should be low maintenance, and major components should not be exposed to metal or other unprotected surfaces that may be harmful in direct sun.

C. Furnishings and other pedestrian amenities should be integral elements of site design, and placed in pedestrian-friendly locations.

D. Elements shown in the "Kit-of-Parts" depicted in Figure 4-2, Design Concept Kit-of-parts.

E. Outdoor break areas should be provided as applicable to the use. Shaded structures, as depicted in Figure 4-3, Shade Structures, should be used to define rest areas.

F. Spaces for outside equipment, trash receptacles, storage, and loading areas should be designed as an integral part of the structure or positioned in the least conspicuous part of the site.

G. Solar systems should be placed at a location that will be minimally visible from public view, while maintaining high performance.

H. Use facades, walls, fences, or landscaping to screen equipment, conduits, or pipes from public view where appropriate.

4.4 PRIVATE SOLAR POWER UTILITY DESIGN CRITERIA

The private solar power utility location and design composition of PV systems within BIG SP area should consider aesthetic impacts on the site and surrounding community. The following are guidelines to follow when considering the installation of PV systems within the BIG SP area:

A. Situate solar panels in a manner that limits reflective sunlight glare, especially to nearby communities.

B. Consider aesthetic impacts and visual aspects of the solar panel structures when establishing solar panel siting and design composition.



Examples of kit-of-parts. These features are representative of proposed development within the SP area.

Figure 4-2, Design Concept Kit-of-Parts



Examples of shade structures. These features are representative of proposed development within the SP area.

Figure 4-3, Shade Structures

4.5 GENERAL GUIDELINES

4.5.1 Landscape Design

BIG SP will limit landscaping to xeriscape, including rock mulch, decomposed granite, Class II base, ballast, concrete, and wood treatments, to create elements of design in streetscape parkways and BIG entry. Any plants incorporated will be native or drought-tolerant species in an attempt to avoid water usage and concern of introduction of an invasive species. See Figure 4-4, Xeriscape Design, for conceptual landscaping/xeriscape.

4.5.2 Site Entries

There are multiple ingress and egress points within the BIG SP area, based on the land use (i.e., Private Solar Power Utility, Rail Yard, and TWC). Each entry is designed to clearly direct employees and visitors, as well as visually establish entrance into BIG SP area. Locations for wayfinding signs are denoted within Figure 4-7, Monumentation and Signage Location Plan.

As one of the first architectural elements that visitors see, entry monuments set the tone for the overall design of the BIG SP area. Entry monuments within the BIG SP area should follow the following guidelines:

A. Entry monuments should be prominently located at each entry and be clearly visible to visitors.

B. Entry monuments should use high quality materials.

Site entries should consist of entry monuments and accent xeriscape materials that complement the aesthetic design themes within the BIG SP area. Both primary and secondary entry monuments should range in size, materials, and design depending on location and subject to change based on the final design.



Examples of xeriscape design. These features are representative of proposed development within the SP area.

Figure 4-4, Xeriscape Design

4.5.3 Conceptual Primary Entry Monumentation

Entry monuments should be placed at strategic site entry locations to establish a sense of arrival at the BIG SP area and reinforce the overall design theme. These are situated at the main entrance at the intersection of Main Street and County Club Drive, as shown in Figure 4-5, Conceptual Primary Entry Monumentation. The length of primary entry monumentation should not exceed 50-feet in width and height should not exceed 15-feet.

4.5.4 Conceptual Secondary Entry Monumentation

Secondary entry monuments will be placed within the BIG SP area to allow vehicular traffic direction at the entry and through the property to create a cohesiveness between land uses, as shown in Figure 4-6, Conceptual Secondary Entry Monumentation.

One of the secondary entry monumentations should be situated at the TWC's main entrance at the intersection of Hinkley Road and C Street. This marketing corridor into the BIG SP area from Lenwood Road will allow both BNSF and other users of BIG to denote entry into BIG. Additional secondary entry monumentation should be located at the eastern side of Hinkley Road Bridge to denote entering the BIG SP area from Hinkley Road.

The length of secondary entry monumentation should not exceed 15-feet in width and height should not exceed 6-feet.

4.5.5 Tenant Signage

As part of the development application for approval of the first implementing project within the BIG SP area, a Master Signage Program (MSP) for monument and wall signage should be required to ensure proper design of signage and adequate identification of building tenants. The MSP should provide for consistency in the size, color, and placement of signs within a property, which should be approved by the City's Community Development Director or their designee.



Figure 4-5, Conceptual Primary Entry Monumentation



Figure 4-6, Conceptual Secondary Entry Monumentation

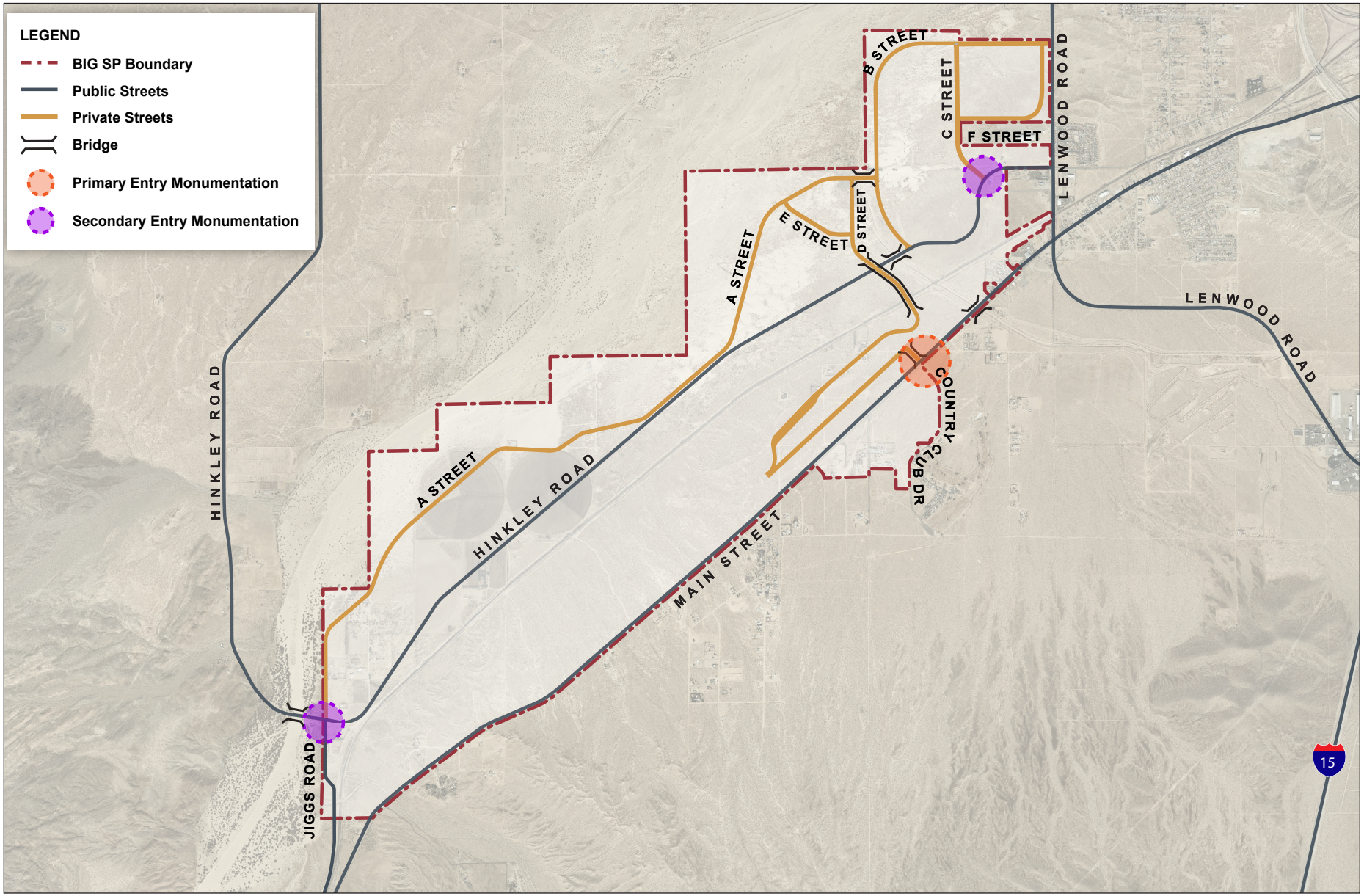


Figure 4-7, Monumentation and Signage Location Plan

N.T.S.

4.5.5.1 General Signage Design Requirements

A. Sign messaging should be simple, clear, and easily legible. Signs should have enough contrast between content and background to optimize legibility while still maintaining compatibility with building colors.

B. The sign's design should reflect the type of business and/or uses through its design, material, shape, and graphic form.

C. Building occupant identification signage should be in keeping with the character established for the BIG SP area, with variations allowed to accommodate individual user identities and branding regulations.

D. Signs should not cover up windows.

E. All conductors, conduits, tubing, crossovers, transformers, and other equipment for the illumination of signs should be concealed and/or incorporated into the building architecture.

F. Exposed wiring, raceways, cords, plugs, or the like should not be permitted.

4.5.5.2 Directional Signage Design Requirements

Directional signage design requirements are shown as follows and depicted in Figure 4-8, Conceptual Directional Signage:

A. Directional signs may be located at any vehicular or pedestrian decision point.

B. Vehicular directional signs should clearly direct to destination anchors, on-site parking areas, and truck routes.

C. Typography on vehicular directional signs should be legible and have enough contrast to be read from an appropriate windshield viewing distance.

D. Vehicular directional signs should incorporate reflective vinyl copy for night-time illumination.

E. The length of Tenant Directional Signage should not exceed 6-feet in width and 10-feet in height.

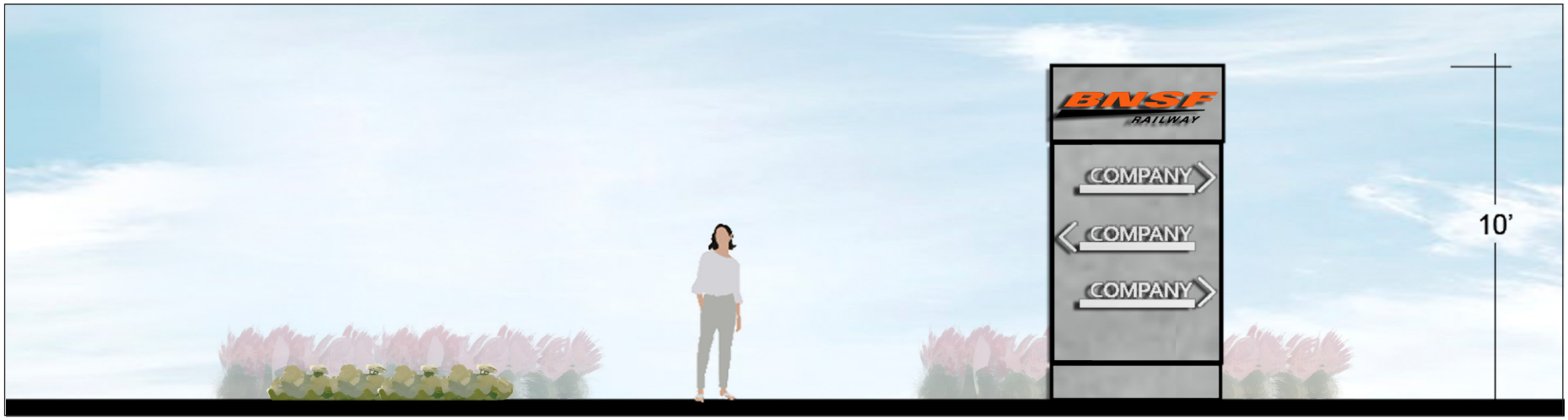


Figure 4-8, Conceptual Directional Signage

4.5.6 Parking and Internal Circulation

4.5.6.1 Circulation

Parking design should emphasize a clear hierarchy, clear navigation, and safety.

A. The circulation system should be clear, direct, and simple, with a primary focus on the building itself and access to loading zones.

B. Entries, exits, parking lots, and pedestrian pathways should allow customers, employees, and emergency vehicles to navigate through the site easily and outside of the hostler traffic as part of the closed loop system.

C. Visitor parking should be located with convenient access to building entries.

4.5.6.2 Parking and Loading

A. All parking and loading will be provided onsite and may be included within the warehouse staging area.

B. The design of the delivery and loading operational areas should not conflict with vehicular traffic in the adjacent public street. Parking spaces, aisle dimensions, and landscaping should conform to City development regulations.

C. Private drives should be treated as extensions of existing streets within the City and may function as fire lanes.

D. Private drives connecting to service yards at the rear of buildings should also be integrated into the project setting.

4.5.7 Service Areas and Screening

Service areas and above-ground equipment such as air conditioners, trash enclosures, and electrical vaults are understood to be a requirement of development. Their screening treatment is important to the overall quality of the BIG SP area.

4.5.7.1 Site Screening

A. Views of rail operations areas from the public right-of-way on Main Street will be screened with fencing as described in the Development Regulations to the extent practical.

B. Screen fencing should not be located in the line of sight for drivers entering or leaving service areas.

4.5.7.2 Loading/Unloading Areas

A. Service areas, such as loading bays, loading docks, exterior material/goods storage (including energy storage), and utility areas should be at least 1,000- feet away from adjacent residential.

B. Service areas should be located at the rear of the buildings or in the interior of a multiple-building complex.

C. Loading and unloading zones should provide adequate space for maneuvering into and out of a loading position. These areas should be designed to integrate with the entire development.

4.5.7.3 Mechanical Equipment

A. Electrical rooms should be planned in an inconspicuous location with smooth access doors painted to match the building field color. Underground service should be provided.

B. Roof-mounted mechanical equipment should be screened from views from public streets, unless a view study is provided and demonstrates the roof-mounted mechanical equipment is not visible from the public streets.

C. Equipment should be located to maximize energy efficiency.

D. Storage and equipment areas should be screened from publicly accessible spaces. Landscaping and/or architectural enclosures can be used to screen these areas.

E. Ground-mounted mechanical equipment should be located behind walls/fences, inside utility cabinets, and/or behind landscaping to screen this equipment from streets, walkways, and common areas. Equipment to be

screened include, but are not limited to, power transformers, electrical equipment, backflow preventers, antennas, HVAC (heating, ventilation, and air conditioning) equipment, and other similar mechanical equipment and utilities.

4.5.7.4 Trash Enclosures

Trash enclosures should be screened by a solid wall a minimum of six feet in height with a solid latching gate with landscaped buffers and located so that doors do not interfere with landscaping and pedestrian and vehicular circulation. The enclosure's color should complement adjacent buildings and xeriscaping.

4.5.8 Walls and Fences

Walls and fencing should be provided along the BIG SP area's perimeter and on all sides of the Rail Yard Overlay and Private Utility inclusive of chain link fencing with barbed wire for security, as warranted. Within the TWC, walls, and fencing should be determined by the individual user following site design features.

4.5.9 Lighting and Security

Lighting will utilize high-efficiency technologies, dark-sky cutoffs, strategic orientation to limit light trespassing into adjacent properties and open space areas, and appropriate shielding or recesses to limit glare and reflections.

4.5.9.1 Street and Parking Lot Lighting

Street and parking lot lighting should follow the guidelines below:

A. Exterior lighting should be unobtrusive and limit glare or spillover into neighboring properties. Lighting fixtures should be fully shielded to direct illumination downward to limit light trespass.

B. Adequate lighting should be provided throughout the site to create an inviting and non-threatening environment. Night lighting of public spaces should be kept to the minimum necessary for safety and security purposes while limiting glare.

C. The scale, materials, colors, and design detail of on-site light posts and fixtures should reflect the desired character of BIG SP area and the architectural style of the surrounding buildings.

   a. Light posts should be appropriately scaled for pedestrians near sidewalks and other areas of pedestrian circulation.

   b. Bollard lighting is encouraged to illuminate walkways without providing spillover.





Examples images of parking lot and loading areas. These features are representative of proposed development within the SP area.

D. Lighting fixtures should be compatible with the architectural style and character of the building. The color, size, placement, and number of fixtures should enhance the overall design and character of the building and site.

E. Energy-efficient, low-voltage lighting is strongly encouraged. Decorative lighting should be low intensity. LED lighting is also allowed.

F. If security lighting is required, fixtures should be hooded, recessed, and/or located in such a manner to mostly illuminate the intended area.

G. Addresses should be visible from streets and illuminated at night.

H. Parking areas. All lighting should be arranged so there will be no more than two candles per square foot.

I. Pedestrian walkways/business entrances. Pedestrian walkways should be illuminated to no less than 0.5 and no more than one footcandle per SF for safety purposes. Business entrances should be illuminated to no less than one-half and no more than two footcandle per SF.

4.5.9.2 Security Cameras

The location, style, and mounting of security cameras should be integrated with the building architecture.

Cameras may be mounted on poles in parking lot, suspended from soffits, or mounted on building walls with the top of the camera below the top of the parapet. Cameras mounted on the parapet are permitted but not encouraged.







Examples of fencing and gates. These features are representative of proposed development within the SP area.

This page is intentionally left blank.

This page is intentionally left blank.

ADMINISTRATION AND IMPLEMENTATION

5

This Chapter discusses the development review procedures of the City and other relevant permitting agencies applicable to the Specific Plan area. Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, and phasing, are outlined in this chapter. Additionally, financing sources and maintenance responsibilities are identified.

5 ADMINISTRATION

The purpose of this chapter is to outline the steps necessary to implement BIG SP and applicable conditions and regulations in coordination with the City of Barstow and other governing public agencies. The Implementation Plan identifies actions that will take place to make progress toward the General Plan's goals and those embodied in the BIG SP.

BIG SP will be developed through a combination of BNSF and third-party developers. The Rail Yard and its functions described in Section 2.1.1 will be developed by BNSF in accordance with Federal law, BNSF standards, and will not be subject to the City review and approval process described in this Chapter.

The Transload Warehouse Center (TWC) and Private Solar Power Utility will be developed by third-party developers within the BIG SP area in accordance with the permitted uses and design guidelines. The development of the TWC will directly support the Intermodal Facility (IMF), more specifically, the Cross-Dock Intermodal Operations.

5.1 ADMINISTRATION

5.1.1 Responsibility

The City's Community Development Department or their designee shall be responsible for administering the provisions of the Specific Plan in accordance with all governing and applicable state and federal laws, the City's General Plan, including all amendments or updates thereto, and the Barstow Municipal Code (BMC) as applicable.

BIG SP shall constitute the zoning and regulatory requirements for development within the BIG SP area, serve as the implementation tool for the zoning, and establish regulations, guidelines, and processes for the proposed development within the BIG SP area. The City will review all development outside of the Rail Yard Overlay within the BIG SP area to ensure compliance with the provisions of BIG SP. The City shall enforce the provisions of BIG SP, including all applicable mitigation measures, in the same manner that the City enforces the provisions of the General Plan and the BMC.

5.1.2 Applicability & Interpretation

All development within the BIG SP area shall comply with the provisions set forth in the BIG SP document and the accompanying EIR, conditions of approval, and MMRP.

The development plan, regulations, and guidelines contained in BIG SP shall replace and supplement the development regulations contained elsewhere in The Title 19, Zoning Ordinance of BMC, except where specifically provided in BIG SP, and notably Section 5.2.1, Specific Plan Adoption. Where conflicts exist between the regulations and guidelines contained in BIG SP and those found in the BMC, the regulations and guidelines in the Specific Plan shall take precedence.

Any ambiguity concerning the content or application of BIG SP shall be resolved by the City's Community Development Department or their designee.

The name "Barstow International Gateway" or "BIG," as abbreviated in BIG SP, is for planning purposes. BIG SP's final marketing name may differ with implementation.

5.1.3 Discretionary Actions and Approvals

Base entitlements required for the development of the BIG SP area include the following actions to be taken by the City:

5.1.3.1 Specific Plan

BIG SP is a regulatory document that establishes the zoning, General Plan land use designations, development regulations, and design guidelines for the entire BIG SP area.

The Rail Yard Overlay and its functions described in Section 2.1.1 include proposed project-level details in BIG SP and are intended to be implemented by BNSF in accordance with Federal law and BNSF standards. Therefore, the Rail Yard Overlay and its functions do not require subsequent discretionary approvals through the City of Barstow, nor do subsequent changes or additions to the Rail Yard require amendments to BIG SP.

5.1.3.2 Plats and Subdivision

A Tentative Tract Map (TTM) subdividing BIG area will be processed concurrently with BIG SP. In accordance with Title 18, Plats and Subdivisions, of the BMC. Subsequent divisions of land including subdivisions, lot line adjustments, parcels maps, and multiple final maps may be processed through the City in accordance with the State law and Title 18 of the BMC as applicable.

5.1.3.3 Development Agreement

The City entered into a Development Agreement (DA) with BNSF that covers the terms and conditions under which BIG will proceed. As a legally binding contract, a DA binds BNSF, its assignees and lessee, and the City to its terms. In addition, the DA incorporates provisions creating a vested right in the laws and standards for development of BIG consistent with the approved BIG SP and its EIR, MMRP, and conditions of approval.

5.1.3.4 Environmental Impact Report ("EIR")

BIG SP is subject to an EIR and mitigation monitoring and reporting program (MMRP). The mitigation measures included in the certified EIR (SCH#2024020501), will apply to all development within BIG.

5.1.4 Severability

If any section, subsection sentence, clause, or phrase of BIG SP or future amendments or additions hereto is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Specific Plan or any future amendments or additions.

5.1.5 Substantial Conformance

The requirement is that all aspects of an approved plan (i.e., site plan, site design, design guidelines, development regulations, conditions, etc.) are completed and implemented through buildout in substantial conformance with BIG SP, TTM, and DA, as determined by the Community Development Director or their designee. Thus, all subsequent entitlements for the TWC and Private Solar Power Utility (e.g., Site Plan approval or amendment thereto) shall be in substantial conformance with BIG SP. The Rail Yard is not subject to subsequent discretionary approvals nor specific plan amendments for changes or additions to the rail facilities.

A subsequent entitlement may be found to be in substantial conformance with BIG SP even if said entitlement does not conform precisely to BIG SP. Approval may nonetheless be granted by the Community Development Director or their designee, if substantial conformance exists when evaluated in the context of the overall project intent, purposes and objectives of BIG SP.

Notwithstanding any provision in the City's Municipal Code or other policy or regulation of the City or any department thereof, this chapter establishes the sole, exclusive, and objective criteria for the City to approve subsequent entitlements as being in substantial conformance with BIG SP. Documentation that the requested approval is in substantial conformance with BIG SP must be submitted for the review and approval of the Community Development Director or their designee to determine that each proposed subsequent entitlement meets the following requirements:

1. Consistent with the General Plan;
2. Consistent with the project intent, purposes and objectives of BIG SP;
3. Compliance with applicable zoning law;
4. Compliance with the TTM conditions;
5. Compliance with the Development Agreement; and
6. Compliance with the EIR and MMRP.

If the Community Development Director or their designee determines, by substantial evidence, that these requirements are met, then the Community Development Director or their designee must ministerially approve a subsequent entitlement, such as a site plan review or a building permit, for the implementation of the BIG SP and development of BIG.

5.1.6 Minor Modifications to the Specific Plan

If subsequent development requires a modification to BIG SP, the Community Development Director or their designee shall determine if the modification is minor or requires a Specific Plan Amendment. A minor modification request to BIG SP is subject to review and approval by the Community Development Director or their designee, and shall be supported by information supporting substantial compliance. The Community Development Director or their designee shall approve the minor modification if the request meets the following criteria:

A. Minor modification to any of the development regulations or design guideline that does not exceed 20% of the relevant standard or design guideline (e.g. setbacks, building height). Minor modifications do not include increasing any building maximums above the maximum FAR standards.

B. Modifications to the architectural or landscape design guidelines, such as building color, articulation, and entry treatments, which guidelines are intended to be conceptual in nature and flexible in implementation.

C. Modifications to landscape materials, wall materials, and streetscape design that are generally consistent with the design criteria set forth in Section 4, Design Guidelines.

D. Modification of any design element in BIG SP that improves circulation, improves drainage, improves infrastructure, or provides similar utility and reduces operations and maintenance costs.

E. Modification to the BIG SP circulation plan, including changes to the backbone network roadway or cross-sections, roadway alignment, width, or improvements through the final engineering so long as minimum rights-of-way meet the design standards as approved by the City Engineer, and the access points to the public road system are consistent with BIG SP and EIR.

F. Adjustments of Mojave River Buffer to implement a development plan (including lot line adjustments).

G. One or more adopted conditions or project design features that become outdated or infeasible to implement as part of BIG SP, but there is one or more roughly equivalent condition(s) or feature(s) that can be substituted in place of the adopted condition(s) or feature(s), and are consistent with the intent, purposes, and objectives of BIG SP and EIR.

5.1.7 Amendments to the Specific Plan

When a proposed subsequent entitlement requires modification of BIG SP that does not meet the criteria for a minor modification in Section 5.1.6, the property owner or designee may request an amendment to the BIG SP under Section 65453(a) of the Government Code. The application shall state in detail the reasons for the proposed amendment. An amendment to the BIG SP is a discretionary action that requires public hearings, recommendation by the City's Planning Commission and approval from the City Council. Specific Plan amendments are governed by the California Government Code, Section 65456, and require an application and fee to be submitted to the City's Community Development Department. If a proposed amendment requires additional environmental analysis pursuant to the underlying certified CEQA document, the applicant(s) for the proposed amendment are responsible for all fees and costs associated with the preparation of any necessary CEQA documentation. The applicant shall also be responsible for the City's fees and costs for processing the proposed BIG SP amendment. If the BIG SP amendment modifies any of the terms of the DA, then the DA may need to be amended as well. An amendment to the BIG DA is also a discretionary action that requires a public hearing, recommendation by the City's Planning Commission, and approval from the City Council.

5.2 IMPLEMENTATION

5.2.1 Site Plan Consistency Review

For implementing projects comprised of development to support permitted uses within the TWC and Private Solar Power Utility areas only of the BIG SP, applicants will apply to the City for BIG Site Plan Consistency Review by the Community Development Director or designee. Consistency review is not required for uses in the Rail Yard Overlay and may be submitted as determined appropriate by BNSF and in cooperation with the City.

The Consistency Review is to ensure the development is consistent with BIG SP and certified EIR, therefore the approval of the Consistency Review and subsequent

authorization to construct and operate is administrative and ministerial, and limited to a determination of whether the implementing project is consistent with applicable law, BIG SP and EIR/MMRP.

A checklist with the requirements for a Consistency Review submittal are generally described below, with the required submittal checklist in Appendix E - Consistency Review Checklist.

5.2.1.1 Application

A complete application containing the name, address, and phone number of the applicant, the owner, and the person(s) preparing the plan, the authorized agent (if any), the address and legal description of the property (or planning area as defined by an adopted Specific Plan). Pre-application process can be initiated prior to submittal of a Consistency Review application, which would follow the same application form as the Site Plan Review.

5.2.1.2 Site Plan

The application shall be accompanied by the required number of site plan maps, drawn at an appropriate scape for depicting the required information, on standard sheets of 24 inches by 36 inches, or as directed by the Community Development Director, City Engineer or designee. The site plans shall indicate the location of all known and proposed easements and improvements; structures and improvements proposed to be demolished, relocated, or constructed; and all other pertinent information (including but not limited to building and structures, parking, retaining walls, fences, signs, setbacks, driveways, street improvements, drainage improvements and utilities) which can be graphically depicted on the plan, as specified in the checklist provided by the planning department.

5.2.1.3 Drawings and Elevations

Elevations showing the general appearance and features of proposed structures shall be submitted, as required on the application checklist. When required by the planning department, drawings and elevations shall be submitted in addition to those accompanying the site plan, which shall include but not be limited to the following:

A. Roof overhangs and any other parts of the structures that protrude from the building surfaces;

B. Uses of each room, or floor plans as applicable.

If the development request is found inconsistent with the BIG SP, the applicant shall request a minor modification in accordance with Section 5.1.6 or Specific Plan Amendment in accordance with 5.1.7. Table 5-1, Review Authority, identifies the various approvals and the relevant approving body.

5.2.2 Consistency Review Checklist

In accordance with Government Code Section 65943, the City shall determine whether the submittals are complete within 30 days of receiving the, as well as the applications identified in Section 5.2, Additional Approvals. BIG SP Consistency Review Checklist will be reviewed for Substational Conformance in accordance with Section 5.1.

TABLE 5-1: REVIEW AUTHORITY

Review Authority	Permit or Approval Type
Administrative (Community Development Director or their designee)	Sign Permits and Master Sign Program
	Site Plan Review Approval [1]
	Substantial Conformance per Section 5.1.5 / Consistency Review Checklist per Section 5.2.2
	Minor Modifications per Section 5.1.6
	Lot Line Adjustments
	Parcel Map for Financing Purposes
Planning Commission	Tentative Tract or Parcel Maps
	Appeals of Community Development Director 's or their Designee's Decisions
City Council [3]	Specific Plan Amendments
	General Plan Amendments
	Final Maps
	Appeals of Planning Commission Decisions

[1] For applications consistent with the Specific Plan's land uses and in substantial conformance with BIG SP development regulations, applications for new development are to be approved administratively per Section 5.2.2.

[2] City Council actions are preceded by a Planning Commission Public Hearing and Recommendation.

5.2.3 Site Plan Approval

Approval shall be based upon the following minimum criteria, which shall also constitute the findings to be made by the Community Development Director or designee in approving or denying a site plan:

A. The proposed site plan is consistent with BIG SP, including Section 3, Development Regulations, and Section 4, Design Guidelines, as they pertain to the application. The proposed site plan is consistent with: 1) the General Plan, 2) the overall project intent, purposes and objectives of the BIG SP, 3) applicable zoning law, 4) the TTM conditions, 5) the Development Agreement, and 6) the EIR and MMRP.

B. As applicable, the Community Development Directed determines any deviations from the Specific Plan are approved as Minor Modifications in accordance with Section 5.1.6.

C. The design of the site plan shall comply with the BIG SP MMRP as part of the review with each implementing project.

5.2.4 Term

Each Site Plan approval will expire 5 years after its approval unless any of the following apply:

A. A longer term is provided by a Statutory Development Agreement;

B. Actual construction or alteration has commenced under a valid grading or building permit,

C. A request for an extension is approved by the Community Development Director or their designee prior to expiration of the consistency review.

5.2.5 Additional Ministerial Permits

It is anticipated that there will be additional ministerial permits that may be processed as part of the implementation of BIG SP for TWC and Private Utility operations following or concurrent with a Site Plan Consistency Review approval (i.e. Grading or Building Permits).

5.3 FINANCING, MAINTENANCE AND OWNERSHIP

5.3.1 Financing

The financing of construction, operation, and maintenance of public improvements and facilities will include a combination of mechanisms. However, the developer shall ultimately be responsible for all fair-share costs associated with implementing the BIG SP, including but not limited to the costs of providing infrastructure and complying with all mitigation measures, conditions of approval, and other requirements of BIG.

Various financing strategies may be used to fund the public facility improvements specified by the Specific Plan. Financing may involve a combination of impact fees and exactions, special assessment districts, landscaping and lighting districts, community facilities districts, and other mechanisms as agreed to by the developer and City. In addition, the developer may utilize options such as a maintenance district or privatization of streets, and related facilities, in order to address the costs of ongoing maintenance and repairs.

The City and developer will cooperate to ensure that the public facilities are built in accordance with all requirements of the Specific Plan and Development Agreement. Development agreements and conditions of approval may be used to facilitate this process.

5.3.2 Maintenance

Maintenance of the Rail Yard Overlay and associated functions will be BNSF's responsibility. Maintenance of the Private Utility will be the responsibility of the future third-party developer.

Maintenance of private driveways, private streets, parking area circulation, and common landscape areas within the TWC will be the responsibility of a developer and BNSF.

Public streets, landscaping, parkways, streetlights, water, sewer and drainages will be constructed by BNSF in accordance with Section 2, Development Plan. The ownership and maintenance will be the responsibility of the City of Barstow or

respective utility provider. The new Hinkley Road bridge will be maintained by the County. Any landscaping along the frontage of the project is to be installed and maintained by the owner. See Table 5-2, Financing, Ownership and Maintenance.

5.3.3 Covenants, Conditions and Restrictions

The TWC within the BIG SP property will be subject to Covenants, Conditions and Restrictions (CC&Rs) that address issues such as common area improvements and maintenance, shared drainage/detention basin improvements and maintenance, community signage, architectural guidelines, etc. The City will review the draft CC&Rs to ensure that they contain the necessary provisions for property maintenance and are in conformance with BIG SP. Prior to the recordation of the first final map within BIG SP (excluding finance maps), said CC&Rs shall be recorded. The recorded CC&Rs shall be amended with subsequent final map recordation as applicable, subject to City's approval.

TABLE 5-2: FINANCING, OWNERSHIP AND MAINTENANCE

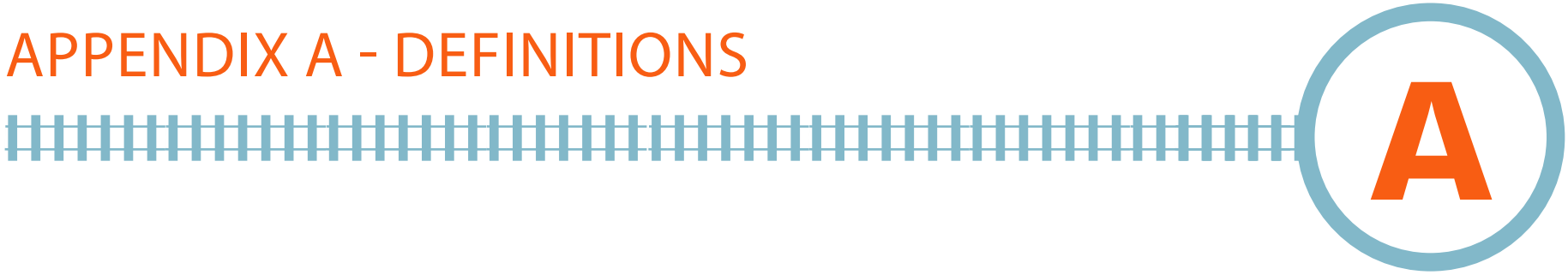
Improvement	Developed by	Ownership	Maintenance
Water System[1]	Developer	Public	Utility Provider
Sewer System • Main Lines & Laterals	Developer	Public	Utility Provider
Drainage System			
• Off-site[2]	Developer	Public	Public
• On-site	Developer	Private	Private
• BMPs	Developer	Private	Private
Public Street Improvements			
• Traffic Signals	Developer	Public	Public
• Streetlights	Developer	Public	Public
Private Internal Streets and Drives	Developer	Developer	Developer
Landscaping			
• Public R/W	Developer	Public	Public
• Common Areas	Developer	Private	Private
• Private Parkways	Developer	Private	Private

[1] Water Utility is Golden State Water Company

[2] Off-site drainage will be maintained by public entities including the City, County and SBFCD.

This page is intentionally left blank.

APPENDIX A - DEFINITIONS



This Appendix defines the definitions specific to BIG SP to provides explanations of key terms, acronyms, and technical language used throughout the document.

APPENDIX A - DEFINITIONS

DEFINITIONS – A

Arterials: A thoroughfare that is a high-capacity urban road that sits below freeway and motorways on the road hierarchy in terms of traffic flow and speed.

Auto / Rail Repair (Minor): Minor activities include, but are not limited to, automotive and light truck repair and the cleaning and washing of automobiles and light trucks. Uses typically include, but are not limited to, repair of brakes, tires, electrical, and car washes.

Auto / Rail Repair (Major): Major activities include, but are not limited to, automotive bodywork, painting and installation of major accessories, automobile customizing, engine and transmission repair/rebuild and towing facilities.

DEFINITIONS – B

BIG Footprint: The approximately 5,000-acre project footprint is in San Bernardino County's western portion, at the eastern extent of the City of Barstow. Most of the project footprint is within unincorporated County lands, while the remainder is within Barstow City limits.

BIG Project: The Barstow International Gateway facility would optimize the efficiency and operational resilience of container transport by rail, regionally, and across the U.S. supply chain.

BIG Specific Plan Area (BIG SP Area): The Specific Plan Area totals approximately 4,335 acres and comprises approximately 87% of the total project footprint (BIG Footprint). Over half of the Specific Plan area is within unincorporated County lands, and the remainder is within Barstow City limits.

Block: A block is a group of rail cars of a similar type moving to a similar destination. See Figure 3 2: Rail Car Blocks below.

Block Swap Yard: This area is part of the rail yard, and is where blocks of intermodal rail cars intended for a single destination are consolidated to produce more efficient trains. In effect, the entire block of rail cars remains coupled together and is moved en masse to another train

BNSF Railway: One of North America's leading freight transportation companies with a rail network of 32,500 route miles. The company's rail network spans across 28 states and three Canadian provinces. BNSF rail lines transport agricultural, consumer and industrial products throughout North America.

Building Modulation: A stepping back or projecting forward of different sections of a building's façade within specified intervals to enhance building articulation.

DEFINITIONS – C

Cal Green: Also known as the California Green Building Standards Code, is a mandatory green building standards code that was developed in 2007 to meet California's goals of reducing greenhouse gases. The code includes mandatory and voluntary green building measures that may also be included in the design and construction of structures.

Chassis: A metal frame with wheels that connects to a heavy-duty truck trailer or hostler, on which a container is placed..

Circulation: How pedestrians and vehicles flow through a given area.

Classification Yard: A rail yard where trains being processed are made up of non-intermodal railcars (i.e., individual boxcars, gondolas, open and closed hopper cars, automobile railcars, tank cars, etc.) rather than intermodal operations. Thus, the existing Barstow classification yard is not intended to process trains involved in intermodal operations such as those that would be processed at BIG.

Container: Shipping containers used to transport goods on trucks or on trains. These containers are large reusable steel, which are commonly used for intermodal shipments.

County: The County of San Bernardino.

Cross-Dock Intermodal Operations: A container-movement operation unique to BIG in which containers would be processed through a closed-loop system as follows: international containers loaded onto trains on-dock at the Ports (defined below); transported by train to the proposed BIG intermodal facility; taken by electric hostlers to the proposed onsite transload warehouse center; transloaded into domestic containers; taken by electric hostlers back to BIG intermodal facility; and loaded onto outbound trains at the intermodal facility.

DEFINITIONS – D

Detention Basin: Surface storage basins or facilities that provide flow control through attenuation of stormwater runoff.

Development Impact Fee: A monetary exaction charged by a local government to an applicant associated with the approval of a proposed development project.

Diverse Use: The City of Barstow's diverse use zoning designation is established to encourage a harmonious intermingling of business and residential structures, to provide for an increased variety and intermixture of residential, commercial, and office activities, and to enhance the pedestrian usage and character of that district.

Drainage: The natural or artificial removal of surface water and sub-surface water from an area with excess water levels.

Drayage: The transportation and movement of freight from an ocean port to its destination.

Domestic Containers: A 53 foot intermodal container used for freight movement in North America.

Domestic Water: Includes indoor and outdoor water uses at facilities, including drinking water, restrooms, and maintenance.

Dray: To "dray" is to take a container from one location or mode of transport to another. Similarly, a "drayage truck" is a truck used to take a container from one location or mode of transport to another.

DEFINITIONS – E

Electric Holster: A electric vehicle used to move containers within a facility.

Elevations: A design rendering that shows the height, length, width and appearance of a building facade on each side.

Encroachments: A structural feature that crosses into required setback boundaries.

Energy Storage: Use of the land for battery system storage consisting of electrochemical storage batteries or similar technology along with associated inverters, transformers, switchgear and associated equipment designed to store electrical power.

Entry Monuments: Low-profile signage will be placed at site entryway locations to establish a sense of arrival.

Environmental Impact Report (EIR): A report informing the public and public agency decision-makers of any possible significant environmental effects of proposed development projects as defined by the California Environmental Quality Act (CEQA). This report also includes ways to minimize any effects and alternative mitigation options.

Ephemeral Washes: Dry streambeds that only contain water during or after a local rainstorm or heavy snowmelt.

Equipment Maintenance Storage: The equipment maintenance area would be used to store spare parts and equipment for the maintenance of the tracks, including rail, ties, turnouts, and other track material.

DEFINITIONS – F

Façade: The major width of any exterior elevation of a building, extending from the grade to the top of the parapet wall or eaves, that is parallel to a street property line.

Fenestration: The arrangement of windows, doors, vents and openings in a building's design.

Floor-Area Ratio (FAR): The numerical value obtained by dividing the above ground floor area of a building by the total area of the lot or parcel of land on which such building is located.

DEFINITIONS – G

General Industrial: The City of Barstow's industrial designation allows for a variety of activities ranging from manufacturing, warehousing and distribution to industrial plants.

General Plan: A comprehensive policy document that informs future land use decisions. All cities in the State of California are required to develop a General Plan. A General Plan establishes land use designations and policies that identify a range of zoning options that can be applied to property.

General Plan Update: The process of updating the city's comprehensive planning policy document every 15-20 years to stay in line with changing community values, plans, and city priorities.

General Plan Area: The land area within the jurisdiction of the city and within the boundaries of general plan policies.

Grading: The process of ensuring a leveled ground base or getting a specific slope of land essential to site preparation prior to the commencement of project construction.

DEFINITIONS – H

Heavy-Duty Trucks: On-road trucks, diesel-fueled, that transport containers and bulk to and from the ports and intermodal railyards as well as to many other locations. Although most heavy-duty trucks are diesel-fueled today, regulations support a transition to the use of alternative fuels, as well as hybrid and electric.

DEFINITIONS – I

Infrastructure: Physical networks, facilities and systems needed for firms, developments and municipalities to function properly. Examples include roadways, sewers, water, gas, electricity, and the internet.

Intermodal Facility: This area is part of the rail yard. The intermodal facility is at the southern portion of the rail yard, and is where intermodal containers are transferred between trains and heavy-duty trucks. Heavy-duty trucks arrive to either pick up containers from arriving trains or deliver containers for departing trains. However, unlike traditional intermodal facilities, at BIG the majority of containers would arrive by train and be transferred to and from electric hostlers.

Intermodal container: A large metal container used to transport goods across different transportation modes. Intermodal containers are sometimes also called "shipping containers" or "sea containers.". Hereafter, this plan uses "intermodal container."

International Containers: A 20- foot or 40-foot container used to transport goods internationally. These are sometimes also referred to "marine containers". Hereafter, this plan uses "international container."

DEFINITIONS – L

LAFCO: The Local Agency Formation Commission is an agency that defends the public interest by ensuring that local public agencies are providing efficient and cost-effective public services in order to maintain or improve quality of life.

Lateral: A water line that brings water to facilities from the public main source.

Lead tracks: Lead tracks act as "on-ramps" and "off-ramps" connecting rail yards to mainlines. Lead tracks allow trains to accelerate as they leave a rail yard to reach mainline track speeds, or decelerate from the mainline as they arrive at a rail yard.

Lenwood Channel: A waterway in Barstow, CA, that is part of the Lenwood drainage network supporting a drainage area of approximately 43,560 acres. The Lenwood Channel leads water to percolate within the 220-acre Lenwood Spreading Grounds and helps provide a source of groundwater recharge and flood protection to downstream property owners.

Lifted Container: Refers to an intermodal container being lifted on or off a railcar or heavy-duty truck.

Light maintenance activities: Routine locomotive servicing (e.g., window washing, fueling, inspecting fluid levels, and topping off fluids), stocking cabins with crew equipment (e.g., water and trash bags, toilet servicing) and minor railcar servicing (e.g., wheel changes, brake and friction shoes, and loose or missing bolts).

Linehaul locomotive: Locomotives that move cargo over long distances (i.e., locomotives over 2,300 horsepower that haul freight cross-country).

DEFINITIONS – M

Mainline: An arterial track that accommodates "long-haul" moves cross-country. Mainline tracks can be analogous to the interstate freeway system for vehicles, enabling long-distance travel to rail yards across the country.

Mainline Corridor: Refers to the existing BNSF mainline railway that transects the Barstow International Gateway Specific Plan area.

Major maintenance activities: Repair of railing and platform, railcar suspension, hitches, engine, etc.

Mezzanine: As defined herein, a mezzanine is an elevated, occupied floor above the ground floor of a larger industrial space used for an office or other enclosed workspace. For purposes of this Specific Plan, mechanical mezzanine platforms (typically relocatable, freestanding steel structures) used for logistics/high cube purposes are not counted in the square footage allocated to mezzanines in the land use table nor counted towards the maximum Floor Area Ratio (FAR) or parking counts.

Mojave River: Approximately 110 miles long and flows throughout the Mojave Desert and eastern San Bernardino Mountains of San Bernardino County. The river's features are unique and runs underground and inland, and only intermittently flows on the surface. The river is a primary geographic and hydrologic feature of the Mojave River Watershed, which is approximately 4,500 square miles of land that collects groundwater.

Mojave River Pipeline: A 76-mile pipeline that transports water from the California Aqueduct in the West Victorville Area to various points along the Mojave River for the purpose of groundwater recharge. The pipeline delivers up to 45,000-acre feet per year to the Mojave Basin Area to offset the growing depletion of native water supplies caused by the region's growth and depletion of groundwater.

DEFINITIONS – O

On-dock: An intermodal operation that occurs within the Ports. For instance, if a container transported via "on-dock" rail, it refers to a container which loaded onto an on-dock rail carrier.

Off-dock: An intermodal operation that occurs outside the Ports footprint. For instance, if a container is unloaded at the Ports via heavy-duty truck and taken to an intermodal facility, it is transported via "off-dock" rail.

Over-the-Road Trucks: conventional highway trucks that carry containers over long distances intra- and inter-state.

DEFINITIONS – P

Parapet: A barrier that is an upward extension of a wall at the edge of a roof.

Pipeline: A pipe or tube used to distribute water supply over large distances to provide water to properties.

Ports: The ports of Los Angeles and Long Beach. These facilities are sometimes referred to in documents prepared by other agencies (for instance, SCAG) in "San Pedro Bay Ports". This plan refers to them together as "the Ports".

Public Utility Commission (PUC): The regulatory agency in California that regulates privately owned railways.

DEFINITIONS – R

Rail-mounted Gantry Cranes: Rail-mounted gantry cranes (RMGs) are large machines that straddle the railroad track within a specialized crane track for the purpose of loading and unloading containers and trailers to and from railcars. RMGs are depicted on Figure2-3: Site Section - Conceptual Site Plan Cross-Section. Given that RMGs are "bound" within the dedicated crane track, they are less operationally-flexible than rubber-tired gantry cranes discussed below. However, RMGs are still highly effective to process containers within a dedicated area, and since they are more geographically contained, they can be connected to an electricity supply. All RMGs within BIG would be fully electric.

Rail Yard: A series of tracks in a rail network for storing, sorting, loading and unloading freight containers.

Rail Yard Overlay: Area within BIG SP inclusive of the following uses: Intermodal Facility (IMF), Cross-Dock Intermodal Operations, Other IMF Operations, Support IMF Uses, Administration Buildings, Maintenance Area, Container Stacking, Block Swap Yard, Ancillary Rail Storage, Container Yard, Chassis Storage.

Route 66: One of the original highways in the United States Numbered Highway System that was established on November 11, 1926. The 2,448 mi highway spans from Chicago, Illinois, to Santa Monica, California. Route 66 (Main Street) borders the Specific Plan Boundary at its southern edge.

Rubber-tired gantry cranes: Rubber-tired gantry cranes (RTGs) are similar to RMGs, but instead of being confined to dedicated crane tracks, RTGs can travel over much wider distances and thus typically cover greater areas than RMGs. Given the RTGs cover a wider area, they are not able to be connected to an electricity supply via a plug-in cable, however, BIG would utilize hybrid diesel-electric RTGs.

DEFINITIONS – S

Setback: The required distance of separation measured from the edge of a structure or wall to a structure, street, or any other established zone.

Site: A contiguous area of land, including a lot or lots or a portion thereof, upon which a project is developed or proposed for development.

Solar Panels: Solar panels, also known as photovoltaic modules or PV panels, are an assembly of photovoltaic solar cells mounted in a frame. Solar panels capture sunlight as a source of radiant energy, which is converted into electric energy in the form of direct current electricity.

Southern Transcon: A main line of BNSF's transcontinental railway network comprising 11 subdivisions between Southern California and Chicago. This portion of the BNSF rail network helps to distribute goods from the Port of Los Angeles and Long Beach to consumers throughout North America.

Stacks: Refers to the practice of stacking shipping containers on top of each other for the purpose of storing them.

Subdivision Map: A map depicting the division of a tract of land into smaller parcels.

Sustainability: An environmental concept that seeks to maintain the conditions under which humans and nature can coexist in a productive and harmonious manner that permits fulfilling social, economic and other requirements of present and future generations.

Switcher locomotives: Switcher locomotives are "internal" locomotives that assemble and disassemble trains at various locations within the rail yard. Switcher locomotives would stay within BIG.

DEFINITIONS – T

Tax Parcel: A real property with an assigned tax identification number established for assessment and taxation purposes.

Topography: The natural arrangement, forms and features of physical land surfaces.

Trans-Continental: A network of rail lines crossing an entire continent.

Transload: The transfer of goods from one container to another. In this document, it specifically refers to the transfer of goods from international containers to domestic containers.

Transload Warehouse Center: Warehouses within BIG that would be primarily dedicated to processing containers from cross-dock intermodal operations.

DEFINITIONS – U

Unincorporated Area: An area or region that is not governed by a local municipality. This document refers to an unincorporated within the County of San Bernardino.

Utilities: Water, gas, electricity, or sewer systems.

DEFINITIONS – W

Water District: Formed for the purpose of acquiring, installing, improving, maintaining and operating water supply and distribution systems for domestic, industrial, municipal and agricultural uses for residents in lands within the boundaries of such districts.

Waterline: A primary pipeline that provides pressurized and treated water to a site or property.

Wastewater Conveyance System: A drainage system consisting of a network of pipes that transport wastewater from the project site to a wastewater treatment facility.

Wye: A wye is a "Y" – shaped convergence of tracks (similar to a "T"-intersection on a street) where trains are able to turn to either of two directions.

This page is intentionally left blank.

APPENDIX B - BIG SP AREA APNS

This Appendix provides a comprehensive list of all Assessor's Parcel Numbers (APNs) that comprise the project site or planning area.

List of APNs within BIG SP Area

Below is a list of Assessor's Parcel Numbers (APNs) within the BIG SP Area, and identifies all individual land parcels encompassed by the project boundaries in existing conditions.

APN		
0421-021-03	0421-032-02	0421-032-30
0421-021-04	0421-032-03	0421-032-33
0421-021-05	0421-032-04	0421-032-34
0421-021-15	0421-032-05	0421-032-35
0421-021-16	0421-032-06	0421-032-38
0421-021-19	0421-032-07	0421-032-42
0421-021-21	0421-032-08	0421-032-43
0421-021-23	0421-032-09	0421-032-44
0421-021-26	0421-032-10	0421-032-45
0421-021-27	0421-032-12	0421-033-01
0421-021-28	0421-032-13	0421-033-02
0421-021-29	0421-032-14	0421-033-03
0421-021-30	0421-032-15	0421-033-04
0421-021-31	0421-032-18	0421-033-05
0421-021-32	0421-032-19	0421-033-06
0421-021-33	0421-032-20	0421-033-08
0421-021-34	0421-032-21	0421-033-09
0421-021-36	0421-032-22	0421-033-13
0421-021-37	0421-032-23	0421-033-15
0421-021-38	0421-032-24	0421-033-16
0421-021-39	0421-032-25	0421-033-17
0421-021-40	0421-032-27	0421-033-18
0421-021-41	0421-032-28	0421-033-23
0421-021-43	0421-032-29	0421-033-24

APN		
0421-033-29	0421-041-38	0421-071-40
0421-033-30	0421-041-39	0421-071-42
0421-033-31	0421-041-40	0421-071-49
0421-033-32	0421-041-41	0421-071-51
0421-033-37	0421-041-42	0421-071-52
0421-033-40	0421-041-43	0421-071-53
0421-033-44	0421-041-44	0421-071-54
0421-033-46	0421-041-45	0421-071-59
0421-033-47	0497-131-64	0421-071-60
0421-033-54	0421-041-48	0421-071-61
0421-033-56	0421-041-54	0421-071-62
0421-033-58	0421-041-56	0421-071-63
0421-041-05	0421-041-57	0421-071-64
0421-041-06	0421-041-62	0421-071-65
0421-041-10	0421-041-63	0421-071-66
0421-041-11	0421-041-65	0421-071-67
0421-041-28	0421-041-66	0421-071-68
0421-041-30	0421-041-67	0421-082-02
0497-131-72	0421-041-68	0421-082-03
0421-041-31	0421-041-70	0421-082-11
0421-041-32	0421-071-03	0421-082-13
0421-041-33	0421-071-29	0421-082-14
0421-041-34	0421-071-30	0421-082-15
0421-041-35	0421-071-31	0421-082-16

List of APNs within BIG SP Area - Continued.

TABLE B-1 BIG APNS - COTINUED

APN		
0421-082-19	0421-171-54	0421-223-02
0421-082-24	0421-181-06	0421-223-03
0421-082-42	0421-181-09	0421-223-04
0421-082-43	0421-181-13	0421-223-05
0421-141-16	0421-181-16	0421-223-06
0421-141-34	0421-181-18	0497-131-63
0421-151-04	0421-192-09	0421-224-01
0421-161-01	0421-221-01	0421-224-02
0421-171-04	0421-221-02	0421-224-03
0421-171-05	0421-221-03	0421-224-05
0421-171-06	0421-221-04	0421-224-06
0421-171-25	0421-221-05	0421-224-07
0421-171-29	0421-221-06	0421-231-01
0421-171-30	0421-221-07	0421-231-02
0421-171-33	0421-222-01	0421-231-03
0421-171-35	0421-222-02	0421-232-01
0497-131-64	0421-222-03	0497-131-61
0421-171-41	0421-222-04	0421-233-02
0421-171-42	0421-222-05	0421-233-03
0421-171-47	0421-222-06	0421-233-04
0421-171-49	0421-222-07	0421-233-05
0421-171-51	0421-222-09	0421-233-06
0421-171-53	0421-223-01	0421-233-07
0497-131-74	0497-131-75	0497-131-76

APN	
0421-233-08	0497-131-21
0421-234-01	0497-131-27
0488-131-03	0497-131-31
0488-131-04	0497-131-35
0488-131-05	0497-131-38
0488-131-06	0497-131-40
0488-131-10	0497-131-42
0488-131-14	0497-131-44
0488-131-15	0497-131-46
0488-131-16	0497-131-47
0488-131-17	0497-131-48
0488-131-19	0497-131-49
0488-131-20	0497-131-50
0488-131-21	0497-131-51
0488-131-22	
0488-131-23	
0488-131-24	
0497-131-02	
0497-131-03	
0497-131-13	
0497-131-18	
0497-131-19	
0497-131-20	

This page is intentionally left blank.

APPENDIX C- ROADWAY EXISTING CONDITION

C

This appendix summarizes the existing roadway conditions within and adjoining the Specific Plan Area prior to implementation inclusive of current roadway classifications, lane configurations, and right-of-way widths.

Appendix C- Roadway Existing Conditions

The document provides a description of the Roadways in The BIG SP Area and provides existing conditions overview for roadways within the SP.

Main Street

Main Street is an east-west roadway along BIG SP area's southern boundary and is a part of "The Main Street of America" known as Historic Route 66/National Trails Highway (The Bureau of Land Management designated Historic Route 66 -National Trails Highway/Main Street, as a National Scenic Byway from Needles to Barstow. Additionally, Route 66 is a significant historic resource listed in both the California Register of Historical Resources (CRHR) and the National Register of Historic Places (NRHP).) For clarity, BIG SP refers to the roadway as "Main Street."

Main Street is both within the City and unincorporated County.

The City's Circulation Master Plan (2015-2020 Circulation Element) classifies Main Street as a Primary Arterial. The City's Circulation Master Plan, as amended by the newly adopted General Plan, also classifies Main Street as a Primary Arterial.

The County's Circulation Master Plan of Arterial Highways (dated December 8, 2005) identifies Main Street as National Trails Highway and classifies the unincorporated segment of this roadway as a Major Highway. However, because the unincorporated segment will be annexed to the City under the newly adopted General Plan, this segment will be included within City jurisdiction.

BIG SP identifies Main Street as a Modified Primary Arterial with the primary entry to the rail yard along Country Club Drive. This will be a secured entry for BNSF employees and customer use only.

Main Street Existing Condition

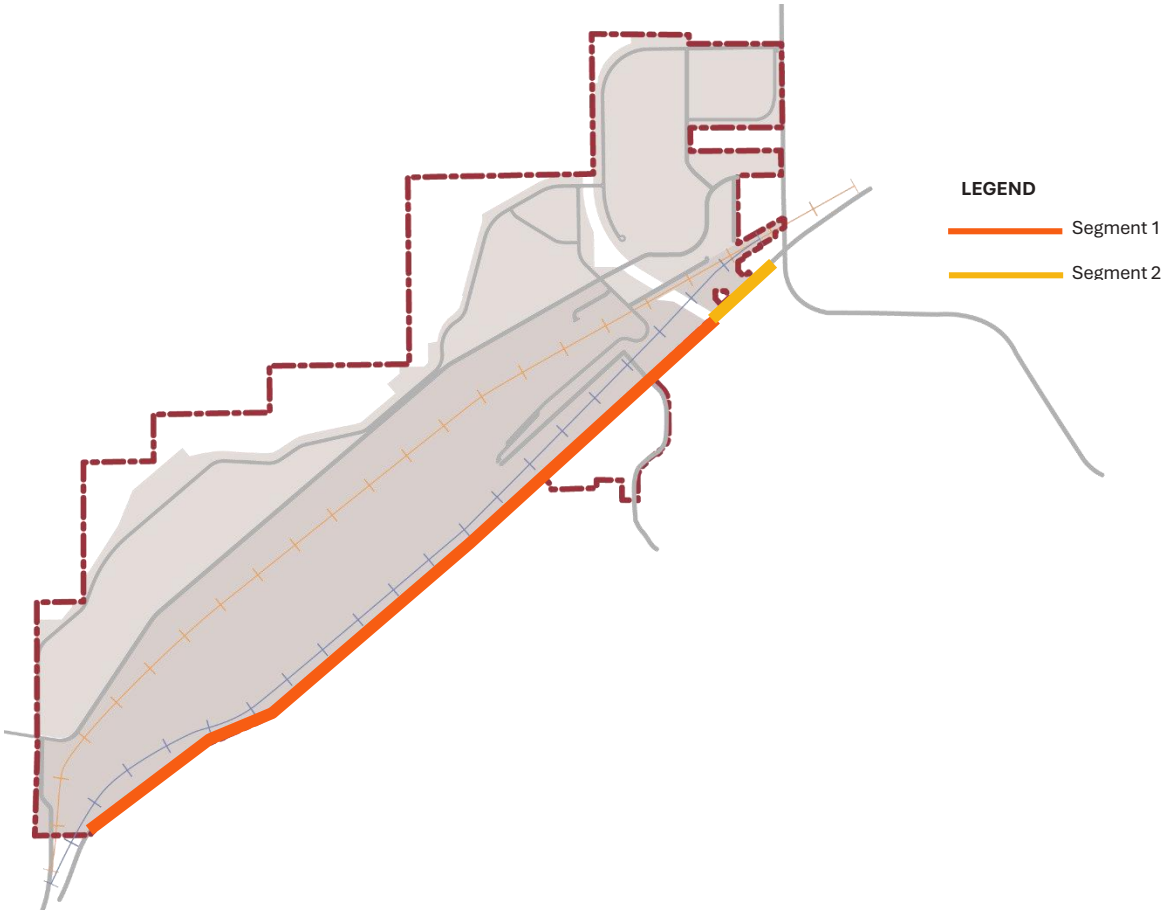
Main Street has two varying existing conditions within the BIG SP area, as depicted in **Figure A-D-1, Main Street Existing Conditions**, and described below.

Main Street Segment 1: From the western edge of the BIG SP area boundary to the Lenwood Channel, existing paved improvements total 31 feet inclusive of one 12-foot drive lane in either direction with approximately 3.5 feet of paved improvements on either side with varying soft shoulder and right-of-way. Segment 1 totals approximately 4.1 miles in length.

Main Street Segment 2: From the eastern edge of the Lenwood Channel to Lenwood Road, includes one 12-foot and one 18-foot drive lane in either direction, along with curb and gutter improvements. Segment 2 totals approximately 0.5 miles in length. A portion of Segment 2 is outside the BIG SP area.

Appendix C- Roadway Existing Conditions

Figure A-D-1: Main Street Existing Conditions



Appendix C- Roadway Existing Conditions

Lenwood Road

Lenwood Road is a north-south connector road along the BIG SP area's eastern boundary, which connects to SR-58, Main Street, and I-15. Lenwood Road is both within the City and unincorporated County.

The City's Circulation Master Plan (2015-2020 Circulation Element) classifies Lenwood Road as a Primary Arterial. The City's Circulation Master Plan, as amended by the newly adopted General Plan, also classifies Lenwood Road as a Primary Arterial. The County's Circulation Master Plan of Arterial Highways (dated December 8, 2005) classifies Lenwood Road as a Major Highway. However, because the unincorporated segment will be annexed to the City under the newly adopted General Plan, this segment will be included within City jurisdiction.

BIG SP classifies Lenwood Road as a Modified Primary Arterial. Lenwood Road will service as primary access from SR-58, Main Street, and I-15 to the TWC.

Lenwood Existing Condition

Lenwood Road has four varying existing conditions (i.e., Segments 1 to 4) based on current developments, as depicted in **Figure A-D-2 Lenwood Road Existing Conditions**.

Segment 1 extends between Main Street and Jasper Road, and totals approximately 0.4 mile. Within Segment 1, Lenwood Bridge is built out and constructed to include 2 drive lanes, paved parkways, sidewalks, and barrier rails and fencing.

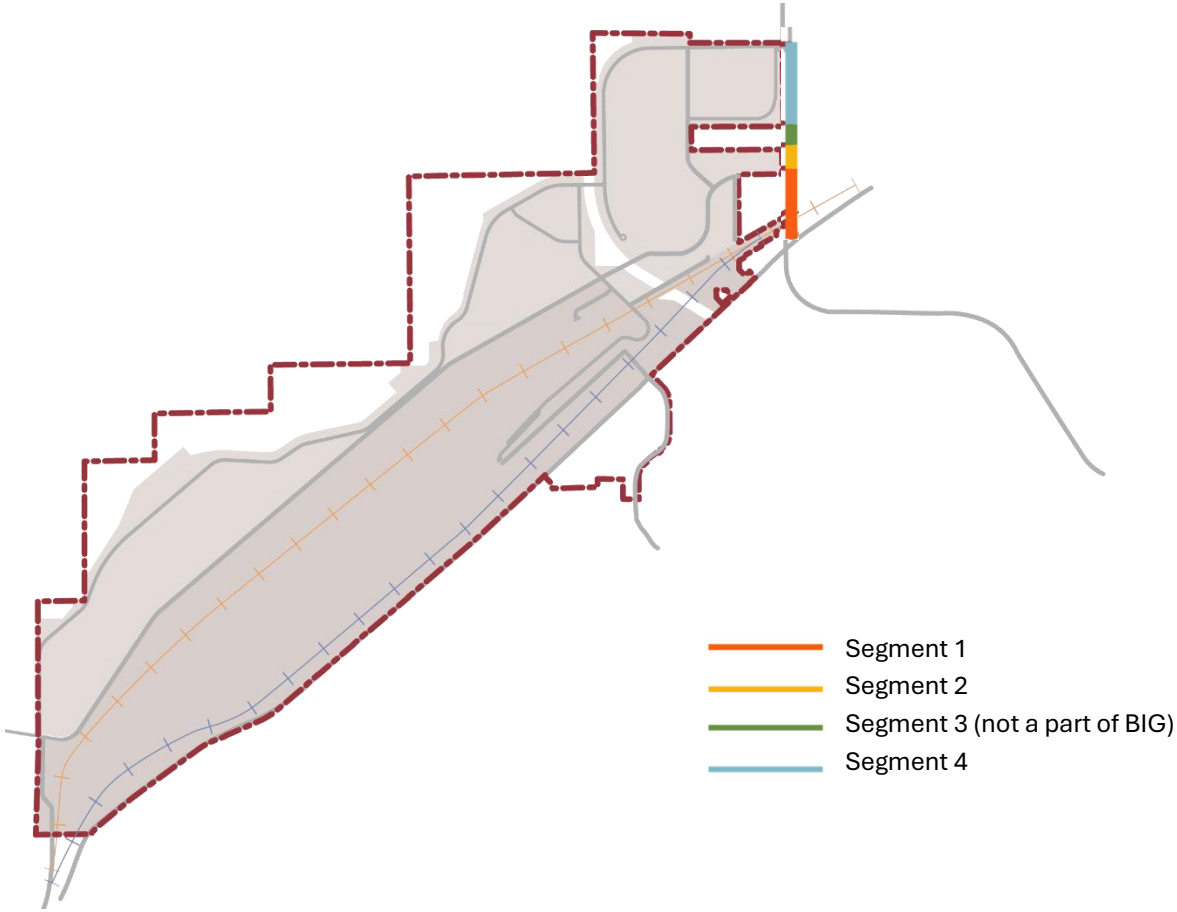
Segment 2 extends along the BIG SP area frontage of APN: 0497-131-31 and totals approximately 0.1 mile. Within Segment 2, improvements include one striped drive lane in either direction with an additional 25 feet of paved shoulder adjacent to a developed residential community, High Desert Estates. No curb and gutter improvements are in place on either side. Unpaved parkways accommodating existing utility easements are included along the BIG SP area frontage.

Segment 3 has been developed as a part of previous development and hence, is not a part of BIG SP development. The other segments will tie into this segment

Segment 4 extends from APN 0497-131-30 to APN 0497-131-40 and totals approximately 0.4 miles. Within Segment 4, existing paved improvements include a total of 24 feet, including one 12-foot drive lane in either direction and unknown paved improvements on either side, consisting of varying soft shoulder and sand dunes. Segment 4 has a 60-foot right-of-way and totals approximately 0.45 miles of roadway.

Appendix C- Roadway Existing Conditions

Figure A-D-2: Lenwood Road Existing Conditions



Jasper Road

Jasper Road is a east-west connector road that intersects Lenwood Road and terminates approximately 1,200 feet west of Lenwood Road.

The City's Circulation Master Plan (2015-2020 Circulation Element) classifies Jasper Road as a Secondary Arterial. The City's Circulation Master Plan, as amended by the newly adopted General Plan, also classifies Lenwood Road as a Secondary Arterial.

BIG SP classifies Jasper Road as a Modified Secondary, which will be extended to connect with the new Hinkley Road, providing the main access to the TWC.

Jasper Road Existing Condition

Jasper Road is currently improved as a rural road with two travel lanes, no striping and only developed from centerline to the southern property boundary. No improvements have been made on the northern (Project frontage) side of the centerline.

Jasper Road will be vacated as warranted and realigned with the new Hinkley Road.

Hinkley Road

BIG SP identifies Hinkley Road as being realigned at the southern portion so as to connect through to Lenwood Road at Jasper Road. With the realignment, Hinkley Road would not connect to Main Street, and the existing at-grade rail crossing would be removed.

The County's Circulation Master Plan of Arterial Highways (dated December 8, 2005) classifies Hinkley Road as a Major Highway. However, because the unincorporated segment will be annexed to the City under the newly adopted General Plan, this segment will be included within City jurisdiction.

The City's Circulation Master Plan, as amended by the newly adopted General Plan, will classify Hinkley Road as a Secondary Arterial.

Hinkley Road Existing Condition

Hinkley Road is a north-south connector road along the western edge of the BIG SP area that currently connects to SR-58 and Main Street.

Hinkley Road is currently improved as a 2-lane rural road with soft shoulder. Hinkley Road is currently improved, with one travel lane in each direction between Main Street and SR-58, and there is no on-street parking.

Street A, Street B , Street C, Street D, and Street E

Street A and Street B are interior private streets running along the TWC of the BIG SP area. These private streets will provide direct access for electric hostler trucks to transfer containers between the IMF and TWC for closed-loop rail operations. Some will provide employee vehicle access.

This page is intentionally left blank.

APPENDIX D - STREET VACATION AND DEDICATION

This appendix identifies public street rights-of-way proposed for vacation, dedication, or realignment as part of the project.

Street Vacations and Dedications

To accommodate BIG SP, various public rights-of-way will need to be vacated within the SP Area relinquishing the public rights to a street or other public right-of-way, effectively converting it into private property. Some of these rights-of-way within BIG are unpaved dirt roads, or in some cases "paper roads," where the land is dedicated but is not graded or paved for use. Conversely, street dedications will be required to provide sufficient public right-of-way for roadway, sidewalk, and utility improvements consistent with Table 2-3, Roadway Configurations and Improvements at Buildout. Together, the street vacations and dedications planned for BIG SP area are depicted in Figure 2.20, Street Vacations and Dedications and defined below in Table 2-5, BIG SP Street Vacations and Dedications.

TABLE 2-5: BIG SP STREET VACATIONS AND DEDICATIONS

Street	Vacation/ Dedication
Amarylis Street	Full vacation within SP Area
Anson Avenue	Full vacation within SP Area
Barker Road	Full vacation within SP Area
Belvoir Street	Full vacation within SP Area
Botero Road	Full vacation within SP Area
Camino Road (also known as Youngs Drive)	Full vacation within SP Area
Cannae Road	Full vacation within SP Area
Country Club Drive	Dedication - See Table 2-3
Cuzco Road	Full vacation within SP Area
Delaney Street (also known as Waverly Avenue)	Full vacation within SP Area
Dundee Street	Full vacation within SP Area
Dunkirk Street	Full vacation within SP Area
Fairview Road	Full vacation within SP Area
Gazana Street	Full vacation within SP Area
Glencoe Street	Full vacation within SP Area
Henry Road	Full vacation within SP Area
Hinkley Road	Dedication/ Vacation/ Realignment - See Table 2-3
Jasper Road	Full vacation within SP Area Realignment - See Table 2-3
Jiggs Road	Dedication/ Vacation/ Realignment - See Table 2-3
Lenwood Road	Dedication/ Vacation See Table 2-3
Main Street	Dedication/ Vacation See Table 2-3
Mockingbird Street/ Mockingbird Way	Full vacation within SP Area
Navarino Road	Full vacation within SP Area
Norfolk Avenue	Full vacation within SP Area
Oak Grove Road	Full vacation within SP Area
Outer Highway 66 North	Full vacation within SP Area
Orleans Drive	Full vacation within SP Area
Roadrunner Road	Dedication - See Table 2-3
Robin Court	Full vacation within SP Area
Seymour Avenue	Full vacation within SP Area
Sweeten Lane	Full vacation within SP Area dedication/realignment
Viejo Court	Full vacation within SP Area
U.S. Public Road	Full vacation within SP Area
un-nammed cul-de-sac (north of Main Street)	Full vacation within SP Area

A "full" vacation means that the entirety of the right-of-way is vacated within the SP Area. Roads or Streets which extend outside of the SP Area are not intented to be vacated and will remain in place unless noted within the BIG EIR Project Description.

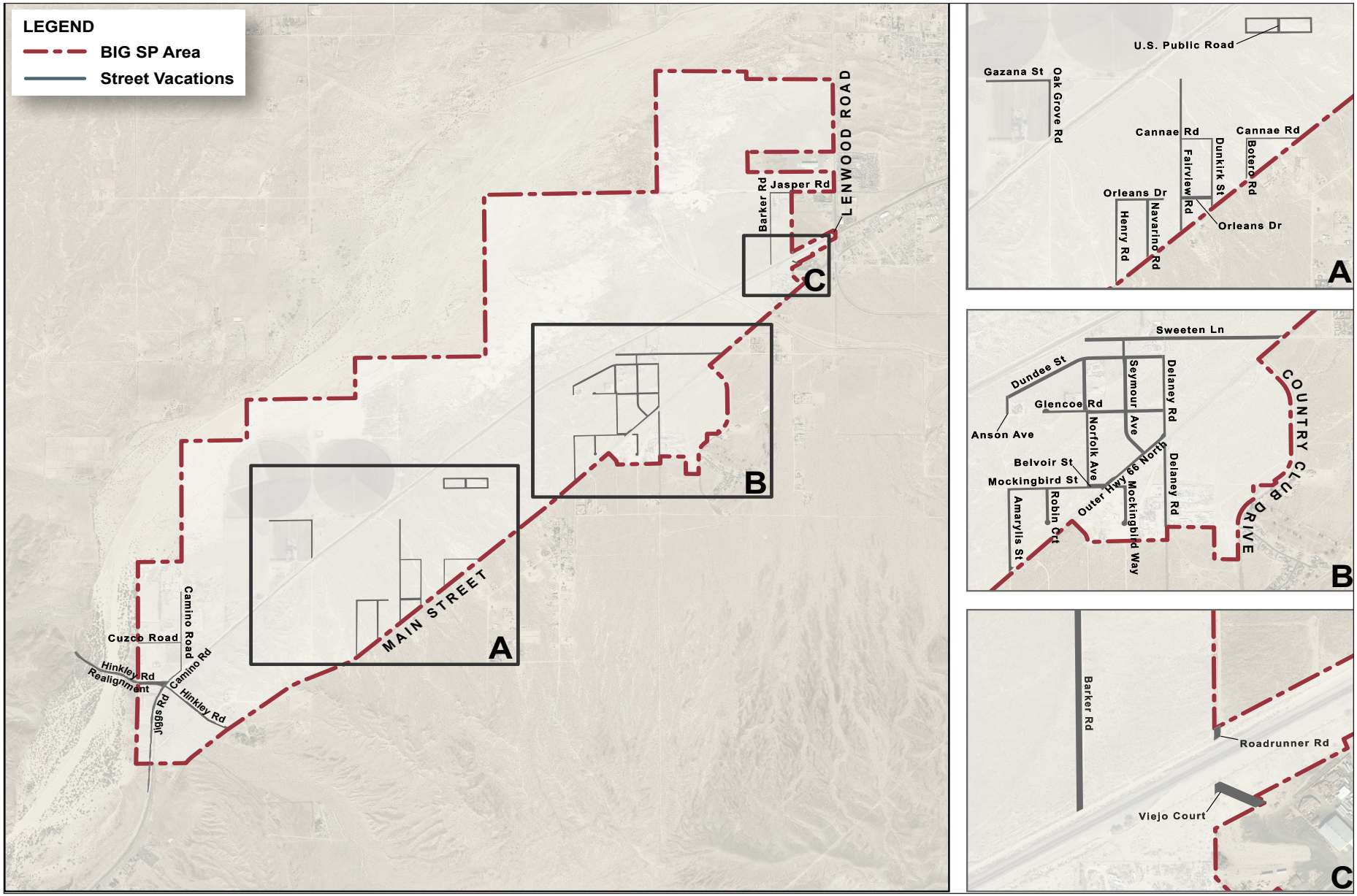


Figure D-1, Street Vacations and Dedications

This page is intentionally left blank.

APPENDIX E - CONSISTENCY REVIEW CHECKLIST

This appendix summarizes the Consistency Review Checklist prepared to demonstrate that the Specific Plan serves as the City's implementing document for future development within the SP Area. The checklist evaluates the Specific Plan's alignment with the City's General Plan conformance, Specific Plan as zoning, and applicable policies to ensure that land use, infrastructure, and design standards are consistent with adopted goals.

NOTICE OF ACKNOWLEDGEMENT

All development within the BIG SP area shall comply with the provisions set forth in the BIG SP document and the accompanying EIR, conditions of approval, and MMRP. The development plan, regulations, and guidelines contained in BIG SP[1] shall replace and supplement the development regulations contained elsewhere in Title 19, Zoning Ordinance of BMC, except where specifically provided in BIG SP, and notably Section 5.2.1, Specific Plan Adoption. Where conflicts exist between the regulations and guidelines contained in BIG SP and those found in the BMC, the regulations and guidelines in the Specific Plan shall take precedence. Any ambiguity concerning the content or application of BIG SP shall be resolved by the City's Community Development Department or their designee.

The requirement is that all aspects of an approved plan (i.e., site plan, site design, design guidelines, development regulations, conditions, etc.) are completed and implemented through buildout in substantial conformance with BIG SP, TTM, and DA, as determined by the Community Development Director or their designee. Thus, all subsequent entitlements for the TWC (e.g., Site Plan approval or amendment thereto) shall be in substantial conformance with BIG SP.

A subsequent entitlement may be found to be in substantial conformance with BIG SP even if said entitlement does not conform precisely to BIG SP. Approval may nonetheless be granted by the Community Development Director or their designee, if substantial conformance exists when evaluated in the context of the overall project intent, purposes and objectives of BIG SP.

Notwithstanding any provision in the City's Municipal Code or other policy or regulation of the City or any department thereof, BIG SP establishes the sole, exclusive, and objective criteria for the City to approve subsequent entitlements as being in substantial conformance with BIG SP. Documentation that the requested approval is in substantial conformance with BIG SP must be submitted for the review and approval to determine that each proposed subsequent entitlement meets the following requirements:

1. Consistent with the General Plan;
2. Consistent with the project intent, purposes and objectives of BIG SP;
3. Compliance with applicable zoning law;
4. Compliance with the TTM conditions;
5. Compliance with the Development Agreement; and
6. Compliance with the EIR and MMRP.

[1] The name "Barstow International Gateway" or "BIG," as abbreviated in BIG SP, is for planning purposes. BIG SP's final marketing name may differ with implementation.

If the Community Development Director or their designee determines, by substantial evidence, that these requirements are met, then the Community Development Director or their designee must ministerially approve a subsequent entitlement, such as a site plan review or a building permit, for the implementation of the BIG SP and development of BIG.

For implementing projects comprised of development to support permitted uses within the TWC areas only of the BIG SP, applicants will apply to the City for BIG Site Plan Consistency Review by the Community Development Director or designee.

The Consistency Review is to ensure the development is consistent with BIG SP and certified EIR, therefore the approval of the Consistency Review and subsequent authorization to construct and operate is administrative and ministerial, and limited to determination of whether the implementing project is consistent with applicable law, BIG SP and EIR/MMRP.

A checklist with the requirements for a Consistency Review submittal are outlined below.

CITY OF BARSTOW
COMMUNITY DEVELOPMENT

City of Barstow
Planning Division

APPLICATION FOR:
SITE PLAN REVIEW
Specific Plan Consistency Review Checklist

Barstow International
Gateway (BIG) Project

BNSF RAILWAY

BIG Specific Plan – Transload Warehouse Center (TWC)	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
DEVELOPMENT STANDARDS CONFORMANCE[2]					
Use	BIG SP Table 3-1				
Ancillary Use *Section 3.3.2.C*	10% of GSF of the Primary Use				
Lot Size *Table 3-2*	1 acre				
FAR *Table 3-2*	0.65				FAR is calculated from total building square footage within the TWC land use designation. FAR shall not include mechanical mezzanines
Building Setbacks – *Table 3-2*					
From Public Street	30-feet				
From Private Street	25-feet				
From Side	15-feet				
From Rear	15-feet				
Building Separations – *Table 3-2*					
At Bays/Loading Dock	100-feet				
At Bays/Loading Docks from Sensitive Use	500-feet				
Site Landscaping *Table 3-2*	10%				Site Landscaping coverage shall be determined based on the net total acreage of the TWC land use designation.

[2] Development Standards based on BIG Specific Plan, Chapter 3, *Development Standards*

CITY OF BARSTOW
COMMUNITY DEVELOPMENT

City of Barstow
Planning Division

APPLICATION FOR:
SITE PLAN REVIEW
Specific Plan Consistency Review Checklist

Barstow International
Gateway (BIG) Project

BNSF RAILWAY

BIG Specific Plan – Transload Warehouse Center (TWC)	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Building Height *Table 3-2*	75-feet				
Building articulation *Section 3.3.2. E*	Every 100 ft (or as practical).				Applies to buildings along Hinkley Road and Lenwood Road
Buffers from Loading Docks adjacent to residential *Section 3.3.2. F*	Buffer design includes one or a combination of the following: fencing, walls, berms and/or slopes.				A buffer from loading docks shall be implemented where TWC operations occur adjacent to existing residential uses.
Drive aisles *Section 3.3.2. I*	26' minimum, subject to approval of a fire access plan by the Barstow Fire Protection District (BFPD) as part of the City's Design Review				The BFPD Fire Official may approve a reduced fire lane width provided there is adequate emergency access
Parking Ratio – *Table 3-3*					
>100,000 SF	1 sp/5,000 SF				
<100,000 SF	1 sp/10,000 SF, or 1 sp for each employee on the maximum shift, whichever is less				
Carpool	2% of Auto Stalls				
EV Charging	*See Table 3-3*				
Ancillary Office & Retail	1 sp/300 SF				
Tractor/Trailer	1 sp/dock door				
Parking Stall Dimensions *Section 3.4*	Standard: 9'x 18' Compact: 8' x 15' (20% of stalls maximum)				

BIG Specific Plan – Transload Warehouse Center (TWC)					
				Submittal Date	
				Permit Type	
				Development Application Number	
				BIG TTM Lot	
Note: References provided below are from BIG Specific Plan				**APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Parking Design *Section 3.4*	On-site landscaping or lighting standards do not apply to truck parking areas where there is truck traffic to accommodate truck circulation.				
Fencing – *Table 3-4*					
Chain Link	6-ft min to 8-ft max 2-inches min opening size				Walls or fencing used may exceed 8 feet to the extent practical for screening purposes, if approved by the Community Development Director or designee
Wrought Iron Picket Fence	5-ft min to 7-ft max 3 inches min opening size				
All Architectural Wall or Fencing	5-ft min to 7-ft max 2 inches min opening size				
High Security	6-ft min to 8-ft max 2 inches min opening size				
Lighting Requirements – *Table 3-5*					
Location	Lighting shall be provided for all parking areas, truck courts, vehicular byways and be focused, directed, and arranged to limit glare or light trespass on streets or adjoining property.				

BIG Specific Plan – Transload Warehouse Center (TWC)		
	Submittal Date	
	Permit Type	
	Development Application Number	
	BIG TTM Lot	
Note: References provided below are from BIG Specific Plan	**APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Pedestrian Lighting	All pedestrian walkways, building entries, and pathways shall be illuminated to provide pedestrian orientation and clearly identify a safe and secure route between parking areas and points of entry to the building.				
Service Area Lighting	Service area and security lighting shall be directed to those areas within the limits of the service area. Wall-mounted, security-type, service area lighting fixtures may be used only in screened service areas and only if direct light is kept within these areas. In all other areas, wall-mounted service lighting shall consist of cut-off type fixtures				
Orientation	All exterior lighting fixtures shall be directed downward to illuminate pedestrian pathways and parking areas and avoid unnecessary glare and light trespass.				

BIG Specific Plan – Transload Warehouse Center (TWC)	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan — **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Height	Pole-mounted or building-mounted lighting fixtures shall be no more than 50-feet in height to limit light trespass beyond the parking lot or service area. An exception to this maximum height requirement can be approved or modified as part of the Site Plan Review by the Community Development Director, or designee.				
Shielding	Pole-mounted lights shall be shielded, and the light directed away from the public streets. Pole-mounted lights shall utilize cut-off fixtures and shall not be directed toward residences.				
Light Fixtures	Building entries shall be lit with soffit, bollard, step, or comparable lighting				
Conceptual Site Plan *Figure 2-2*	Substantial Conformance with BIG SP Conceptual Plan				The final site plan for Site Plan Review may be different based on the final design. Section 2.1, Land Plan
Circulation Plan *Figure 2-8*	Substantial Conformance with BIG SP Circulation Plan				As applicable to implementing project, demonstrate compliance with Table 2-3, Roadway Configurations and Improvements at Buildout.

BIG Specific Plan – Transload Warehouse Center (TWC)		
	Submittal Date	
	Permit Type	
	Development Application Number	
	BIG TTM Lot	
Note: References provided below are from BIG Specific Plan	**APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
DESIGN GUIDELINES[3]					
Massing *Section 4.3.1.1*	A. Massing should be broken up with repeating elements at entryways and marking building corners to promote balance and visual interest. B. Arbitrary, complicated building design and rooflines should be avoided. C. Buildings can be designed with consistent, uniform facades, with the center of the facade emphasized or with the corners of the facade emphasizing building function, structure and scale. D. Long horizontal stretches of the building's façade should be broken up through a push or pull of the façade, vertical banding, a change in color materials, or the use of other design elements that break up the façade massing at least every 100 feet or where practical based on panel construction.				

[3] Design Guidelines based on BIG Specific Plan, Chapter 4, *Design Guidelines*

BIG Specific Plan – Transload Warehouse Center (TWC)		
	Submittal Date	
	Permit Type	
	Development Application Number	
	BIG TTM Lot	
Note: References provided below are from BIG Specific Plan	**APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Orientation and Form *Section 4.3.1.2*	A. The overall building massing should consist of simple, geometric forms. B. Buildings should be oriented to provide convenient access to entrances and efficient internal circulation. C. A parapet or some other method of screening should be implemented to keep rooftop mechanical equipment screened from public view. D. Visitor parking should be located with convenient access to building entries. E. Building forms and elevations should be articulated in a manner that will enhance the primary building entry points and create interesting rooflines, building shapes, and patterns of shade and shadow. F. The overall site design should incorporate rest areas for employees that are easily accessible and visible from the buildings or the street for safety and surveillance purposes.				

BIG Specific Plan – Transload Warehouse Center (TWC)		
	Submittal Date	
	Permit Type	
	Development Application Number	
	BIG TTM Lot	
Note: References provided below are from BIG Specific Plan	**APN (New post Final Map)**	

Topic	**Requirement**	**Proposed Plan**	**Conformance**		**Note**
			Yes	**No**	
Façade Articulation and Entries *Section 4.3.2*	A. Primary building entries are encouraged to be easily identifiable through the use of architectural elements, signage, lighting, canopies, roof form, hardscape, architectural projections, columns, or other design features that help emphasize a building's entry. B. Building entries should be clearly accessible from the adjacent vehicular parking areas.				
Exterior Materials and Colors *Section 4.3.3*	A. Exterior Color schemes should be neutral earth tones that are sensitive to the existing environment, blending in with surrounding buildings and natural landscapes. B. A combination of materials and/or colors should be used that emphasize the differentiation between various components or functions of the building. C. Large expanses of light-colored surfaces should incorporate some				

BIG Specific Plan – Transload Warehouse Center (TWC)	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Exterior Materials and Colors *(continued)*	darker colors accents to help break up large building facades. D. Accent elements should complement the architectural style and be complementary in color and material. Accent elements are encouraged at main vehicle and pedestrian entries to create visual identity and marketing opportunities for the user/tenant. E. Specific users/tenants within the TWC are allowed to use corporate materials and colors that pertain to individual site plan layouts. F. Use of the following materials should be prohibited: Reflective glass; aluminum or plastic siding; and Plant-on wood facades and plywood sidings.				
Outdoor Furnishings *Section 4.3.4*	A. Furnishings will be made of durable, quality materials and should consider the functional capabilities, resistance to vandals, and ease of maintenance.				

BIG Specific Plan – Transload Warehouse Center (TWC)	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan	**APN (New post Final Map)**

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Outdoor Furnishings *(continued)*	B. Furnishings should be low maintenance, and major components should not be exposed to metal or other unprotected surfaces that may be harmful in direct sun. C. Furnishings and other pedestrian amenities should be integral elements of site design and placed in pedestrian-friendly locations. D. Elements shown in the "Kit-of-Parts" depicted in BIG SP Figure 4-2, Design Concept Kit-of-parts. E. Outdoor break areas should be provided as applicable to the use. Shaded structures, as depicted in BIG SP Figure 4-3, Shade Structures, should be used to define rest areas. F. Spaces for outside equipment, trash receptacles, storage, and loading areas should be designed as an integral part of the structure or positioned in the least conspicuous part of the site.				

BIG Specific Plan – Transload Warehouse Center (TWC)					
			Submittal Date		
			Permit Type		
			Development Application Number		
			BIG TTM Lot		
Note: References provided below are from BIG Specific Plan			**APN (New post Final Map)**		
Topic	**Requirement**	**Proposed Plan**	**Conformance**		**Note**
			Yes	**No**	
Outdoor Furnishings *(continued)*	G. Solar systems should be placed at a location that will be minimally visible from public view, while maintaining high performance. H. Use facades, walls, fences, or landscaping to screen equipment, conduits, or pipes from public view where appropriate.				
GENERAL GUIDELINES[4] – Section 4.5					
Landscape Design *Section 4.5.1*	BIG SP will limit landscaping to xeriscape, including rock mulch, decomposed granite, Class II base, ballast, concrete, and wood treatments, to create elements of design in streetscape parkways and BIG entry. Any plants incorporated will be native or drought-tolerant species in an attempt to avoid water usage and concern of introduction of an invasive species. Reference Figure 4-4, Xeriscape Design				

[4] General Guidelines per Section 4.5 of the BIG Specific Plan apply to all implementing projects.

CITY OF BARSTOW
COMMUNITY DEVELOPMENT

City of Barstow
Planning Division

APPLICATION FOR:
SITE PLAN REVIEW
Specific Plan Consistency Review Checklist

Barstow International
Gateway (BIG) Project

BNSF RAILWAY

BIG Specific Plan – Transload Warehouse Center (TWC)	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan — **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Site Entries *Section 4.5.2*	A. Entry monuments should be prominently located at each entry and be clearly visible to visitors. B. Entry monuments should use high quality materials.				
Conceptual Primary Entry Monumentation *Section 4.5.3*	Entry monuments should be placed at strategic site entry locations to establish a sense of arrival at the BIG SP area and reinforce the overall design theme. These are situated at the main entrance at the intersection of Main Street and County Club Drive, as shown in Figure 4-5, Conceptual Primary Entry Monumentation. The length of primary entry monumentation should not exceed 50-feet in width and height should not exceed 15-feet.				Location established as part of the Final Map(s) processing, as applicable.
Conceptual Secondary Entry Monumentation *Section 4.5.4*	Secondary entry monuments will be placed within the BIG SP area to allow vehicular traffic direction at the entry and through the property to create a cohesiveness between land uses, as shown in Figure 4-6, Conceptual Secondary Entry Monumentation.				Location established as part of the Final Map(s) processing, as applicable.

BIG Specific Plan – Transload Warehouse Center (TWC)	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Tenant Signage *Section 4.5.5*	As part of the development application for approval of the first implementing project within the BIG SP area, a Master Signage Program (MSP) for monument and wall signage should be required to ensure proper design of signage and adequate identification of building tenants. The MSP should provide for consistency in the size, color, and placement of signs within a property, which should be approved by the City's Community Development Director or their designee.				Master Sign Program will need to be prepared by the Tenant and provided to the city for review and approval.
General Signage Design Requirements *Section 4.5.5.1*	A. Sign messaging should be simple, clear, and easily legible. Signs should have enough contrast between content and background to optimize legibility while still maintaining compatibility with building colors. B. The sign's design should reflect the type of business and/or uses through its design, material, shape, and graphic form. C. Building occupant identification signage should be in keeping with the character established for the BIG SP				

BIG Specific Plan – Transload Warehouse Center (TWC)	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan — **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
General Signage Design Requirements *(continued)*	area, with variations allowed to accommodate individual user identities and branding regulations. D. Signs should not cover up windows. E. All conductors, conduits, tubing, crossovers, transformers, and other equipment for the illumination of signs should be concealed and/or incorporated into the building architecture. F. Exposed wiring, raceways, cords, plugs, or the like should not be permitted				
Directional Signage Design Requirements *Section 4.5.5.2*	A. Directional signs may be located at any vehicular or pedestrian decision point. B. Vehicular directional signs should clearly direct to destination anchors, on-site parking areas, and truck routes. C. Typography on vehicular directional signs should be legible and have enough contrast to be read from an appropriate windshield viewing distance.				Directional signage design requirements are shown as follows and depicted in Figure 4-8, Conceptual Directional Signage

BIG Specific Plan – Transload Warehouse Center (TWC)	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan — **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Directional Signage Design Requirements *(continued)*	D. Vehicular directional signs should incorporate reflective vinyl copy for night-time illumination. E. The length of Tenant Directional Signage should not exceed 6-feet in width and 10-feet in height				
Circulation *Section 4.5.6.1*	A. The circulation system should be clear, direct, and simple, with a primary focus on the building itself and access to loading zones. B. Entries, exits, parking lots, and pedestrian pathways should allow customers, employees, and emergency vehicles to navigate through the site easily and outside of the hostler traffic as part of the closed loop system. C. Visitor parking should be located with convenient access to building entries.				
Parking and Loading *Section 4.5.6.2*	A. All parking and loading will be provided onsite and may be included within the warehouse staging area. B. The design of the delivery and loading operational areas should not conflict with vehicular traffic in the				

BIG Specific Plan – Transload Warehouse Center (TWC)		
	Submittal Date	
	Permit Type	
	Development Application Number	
	BIG TTM Lot	
Note: References provided below are from BIG Specific Plan	**APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Parking and Loading *(continued)*	adjacent public street. Parking spaces, aisle dimensions, and landscaping should conform to City development regulations. C. Private drives should be treated as extensions of existing streets within the City and may function as fire lanes. D. Private drives connecting to service yards at the rear of buildings should also be integrated into the project setting				
Site Screening *Section 4.5.7.1*	A. Views of rail operations areas from the public right-of-way on Main Street will be screened with fencing as described in the Development Regulations to the extent practical. B. Screen fencing should not be located in the line of sight for drivers entering or leaving service areas.				
Loading/Unloading Areas *Section 4.5.7.3*	A. Service areas, such as loading bays, loading docks, exterior material/goods storage (including energy storage), and utility areas should be at least 1,000-feet away from adjacent residential. B. Service areas should be located at the rear of the buildings or in the				

BIG Specific Plan – Transload Warehouse Center (TWC)	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan — **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Loading/Unloading Areas *(continued)*	interior of a multiple-building complex. C. Loading and unloading zones should provide adequate space for maneuvering into and out of a loading position. These areas should be designed to integrate with the entire development				
Mechanical Equipment *Section 4.5.7.3*	A. Electrical rooms should be planned in an inconspicuous location with smooth access doors painted to match the building field color. Underground service should be provided. B. Roof-mounted mechanical equipment should be screened from views from public streets, unless a view study is provided and demonstrates the roof-mounted mechanical equipment is not visible from the public streets. C. Equipment should be located to maximize energy efficiency. D. Storage and equipment areas should be screened from publicly accessible spaces. Landscaping				

BIG Specific Plan – Transload Warehouse Center (TWC)	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan — **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Mechanical Equipment *(continued)*	and/or architectural enclosures can be used to screen these areas. E. Ground-mounted mechanical equipment should be located behind walls/ fences, inside utility cabinets, and/or behind landscaping to screen this equipment from streets, walkways, and common areas. Equipment to be screened includes, but are not limited to, power transformers, electrical equipment, backflow preventers, antennas, HVAC (heating, ventilation, and air conditioning) equipment, and other similar mechanical equipment and utilities.				
Trash Enclosures *Section 4.5.7.4*	Trash enclosures should be screened by a solid wall a minimum of six feet in height with a solid latching gate with landscaped buffers and located so that doors do not interfere with landscaping and pedestrian and vehicular circulation. The enclosure's color should complement adjacent buildings and xeriscaping.				

BIG Specific Plan – Transload Warehouse Center (TWC)		
	Submittal Date	
	Permit Type	
	Development Application Number	
	BIG TTM Lot	
Note: References provided below are from BIG Specific Plan	**APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Walls and Fences *Section 4.5.8*	Walls and fencing should be provided along the BIG SP area's perimeter and on all sides of the Rail Yard Overlay and Private Utility inclusive of chain link fencing with barbed wire for security, as warranted. Within the TWC, walls, and fencing should be determined by the individual user following site design features.				
Lighting and Security *Section 4.5.9.1*	A. Exterior lighting should be unobtrusive and limit glare or spillover into neighboring properties. Lighting fixtures should be fully shielded to direct illumination downward to limit light trespass. B. Adequate lighting should be provided throughout the site to create an inviting and non-threatening environment. Night lighting of public spaces should be kept to the minimum necessary for safety and security purposes while limiting glare. C. The scale, materials, colors, and design detail of on-site light posts and fixtures should reflect the desired character of BIG SP area and the				

BIG Specific Plan – Transload Warehouse Center (TWC)		
	Submittal Date	
	Permit Type	
	Development Application Number	
	BIG TTM Lot	
Note: References provided below are from BIG Specific Plan	**APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Lighting and Security *(continued)*	architectural style of the surrounding buildings. a. Light posts should be appropriately scaled for pedestrians near sidewalks and other areas of pedestrian circulation. b. Bollard lighting is encouraged to illuminate walkways without providing spillover. D. Lighting fixtures should be compatible with the architectural style and character of the building. The color, size, placement, and number of fixtures should enhance the overall design and character of the building and site. E. Energy-efficient, low-voltage lighting is strongly encouraged. Decorative lighting should be low intensity. LED lighting is also allowed. F. If security lighting is required, fixtures should be hooded, recessed, and/or located in such a manner to mostly illuminate the intended area. L.				

BIG Specific Plan – Transload Warehouse Center (TWC)	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan — **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
	Addresses should be visible from streets and illuminated at night. G. Parking areas. All lighting should be arranged so there will be no more than two candles per square foot. H. Pedestrian walkways/business entrances. Pedestrian walkways should be illuminated to no less than 0.5 and no more than one footcandle per SF for safety purposes. Business entrances should be illuminated to no less than one-half and no more than two footcandle per SF.				
Security Cameras *Section 4.5.9.2*	The location, style, and mounting of security cameras should be integrated with the building architecture. Cameras may be mounted on poles in parking lot, suspended from soffits, or mounted on building walls with the top of the camera below the top of the parapet. Cameras mounted on the parapet are permitted but not encouraged.				
MMRP Compliance – *Separate Matrix Checklist per Final Environmental Impact Report*					

NOTICE OF ACKNOWLEDGEMENT

All development within the BIG SP area shall comply with the provisions set forth in the BIG SP document and the accompanying EIR, conditions of approval, and MMRP. The development plan, regulations, and guidelines contained in BIG SP[1] shall replace and supplement the development regulations contained elsewhere in Title 19, Zoning Ordinance of BMC, except where specifically provided in BIG SP, and notably Section 5.2.1, Specific Plan Adoption. Where conflicts exist between the regulations and guidelines contained in BIG SP and those found in the BMC, the regulations and guidelines in the Specific Plan shall take precedence. Any ambiguity concerning the content or application of BIG SP shall be resolved by the City's Community Development Department or their designee.

The requirement is that all aspects of an approved plan (i.e., site plan, site design, design guidelines, development regulations, conditions, etc.) are completed and implemented through buildout in substantial conformance with BIG SP, TTM, and DA, as determined by the Community Development Director or their designee. Thus, all subsequent entitlements for the TWC (e.g., Site Plan approval or amendment thereto) shall be in substantial conformance with BIG SP.

A subsequent entitlement may be found to be in substantial conformance with BIG SP even if said entitlement does not conform precisely to BIG SP. Approval may nonetheless be granted by the Community Development Director or their designee, if substantial conformance exists when evaluated in the context of the overall project intent, purposes and objectives of BIG SP.

Notwithstanding any provision in the City's Municipal Code or other policy or regulation of the City or any department thereof, BIG SP establishes the sole, exclusive, and objective criteria for the City to approve subsequent entitlements as being in substantial conformance with BIG SP. Documentation that the requested approval is in substantial conformance with BIG SP must be submitted for the review and approval to determine that each proposed subsequent entitlement meets the following requirements:

1. Consistent with the General Plan;
2. Consistent with the project intent, purposes and objectives of BIG SP;
3. Compliance with applicable zoning law;
4. Compliance with the TTM conditions;
5. Compliance with the Development Agreement; and
6. Compliance with the EIR and MMRP.

[1] The name "Barstow International Gateway" or "BIG," as abbreviated in BIG SP, is for planning purposes. BIG SP's final marketing name may differ with implementation.

If the Community Development Director or their designee determines, by substantial evidence, that these requirements are met, then the Community Development Director or their designee must ministerially approve a subsequent entitlement, such as a site plan review or a building permit, for the implementation of the BIG SP and development of BIG.

For implementing projects comprised of development to support permitted uses within the TWC areas only of the BIG SP, applicants will apply to the City for BIG Site Plan Consistency Review by the Community Development Director or designee

The Consistency Review is to ensure the development is consistent with BIG SP and certified EIR, therefore the approval of the Consistency Review and subsequent authorization to construct and operate is administrative and ministerial, and limited to determination of whether the implementing project is consistent with applicable law, BIG SP and EIR/MMRP.

A checklist with the requirements for a Consistency Review submittal are outlined below.

BIG Specific Plan – Private Solar Power Utility					
				Submittal Date	
				Permit Type	
				Development Application Number	
				BIG TTM Lot	
Note: References provided below are from BIG Specific Plan				**APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
DEVELOPMENT STANDARDS CONFORMANCE[2]					
Use	BIG SP Table 3-1				
Ancillary Use *Section 3.3.2.C*	The primary structure shall be the solar power utility. Any additional structures shall be ancillary to the private solar power utility and for utility purposes only.				
Lot Size	N/A				
FAR	N/A				
Setbacks – *Section 3.3.4.B*					
From Public Right-of-Way	30-feet				
Roadway and Access *Section 3.3.4*	Roadway and access shall be provided to accommodate service, maintenance, and emergency vehicles as determined appropriate.				
Parking Ratio	N/A				There are no parking minimums. Parking is provided for operations and maintenance.
Parking Stall Dimensions *Section 3.4*	Standard: 9'x 18' Compact: 8' x 15' (20% of stalls maximum)				

[2] Development Standards based on BIG Specific Plan, Chapter 3, *Development Standards*

CITY OF BARSTOW
COMMUNITY DEVELOPMENT

City of Barstow
Planning Division

APPLICATION FOR:
SITE PLAN REVIEW
Specific Plan Consistency Review Checklist

Barstow International
Gateway (BIG) Project

BNSF RAILWAY

BIG Specific Plan – Private Solar Power Utility	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan — **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Parking Design *Section 3.4*	On-site landscaping or lighting standards do not apply to truck parking areas where there is truck traffic to accommodate truck circulation				
Walls and Fencing *Section 3.5.1*	Required walls and fencing shall be provided in accordance with Table 3-4, Fencing Types. Fencing shall be located to limit trespassing for safety. All fencing shall be designed to secure the property and prevent public access. Chain link fence is predominately used within these uses; however, additional fence types may be used in locations where trespassers may cut a chain link fence, or where there is greater interface with the public. Fencing is not intended to screen Private Solar Power Utility uses from the public.				

BIG Specific Plan – Private Solar Power Utility					
				Submittal Date	
				Permit Type	
				Development Application Number	
				BIG TTM Lot	
Note: References provided below are from BIG Specific Plan				**APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Fencing – *Table 3-4*					
Chain Link	6-ft min to 8-ft max 2-inches min opening size				Walls or fencing used may exceed 8 feet to the extent practical for screening purposes, if approved by the Community Development Director or designee
Wrought Iron Picket Fence	5-ft min to 7-ft max 3 inches min opening size				
All Architectural Wall or Fencing	5-ft min to 7-ft max 2 inches min opening size				
High Security	6-ft min to 8-ft max 2 inches min opening size				
Lighting Requirements *Section 3.6.1*	A. The minimum lighting design criteria shall be an average of one-foot candle per square foot within the Block Swap and IMF areas within the Rail Yard Overlay. Two-foot-candles per square foot or greater may be required at BNSF's discretion. B. All lights shall be full cutoff or fully shielded to prevent upplight and limit horizontal spill. C. Lighting shall accommodate heights and locations that do not obstruct the Rail Yard operations and				

BIG Specific Plan – Private Solar Power Utility					
			Submittal Date		
			Permit Type		
			Development Application Number		
			BIG TTM Lot		
Note: References provided below are from BIG Specific Plan			**APN (New post Final Map)**		

Topic	**Requirement**	**Proposed Plan**	**Conformance**		**Note**
			Yes	**No**	
Lighting Requirements *(continued)*	the maneuverability of trains, trucks, and vehicles. D. Red strobe or beacon light shall be provided in accordance with FAA14 CFR Part 77. E. Warm lighting (3000K or lower) shall be used to reduce blue light emissions				
Conceptual Site Plan *Figure 2-2*	Substantial Conformance with BIG SP Conceptual Plan				The final site plan for Site Plan Review may be different based on the final design. Section 2.1, Land Plan
Circulation Plan *Figure 2-8*	Substantial Conformance with BIG SP Circulation Plan				As applicable to implementing project, demonstrate compliance with Table 2-3, Roadway Configurations and Improvements at Buildout.
DESIGN GUIDELINES[3]					
Private Solar Power Utility *Section 4.4*	The private solar power utility location and design composition of PV systems within BIG SP area should consider aesthetic impacts on the site and surrounding community.				

[3] Design Guidelines based on BIG Specific Plan, Chapter 4, *Design Guidelines*

BIG Specific Plan – Private Solar Power Utility					
			Submittal Date		
			Permit Type		
			Development Application Number		
			BIG TTM Lot		
Note: References provided below are from BIG Specific Plan			**APN (New post Final Map)**		
Topic	**Requirement**	**Proposed Plan**	**Conformance**		**Note**
			Yes	**No**	
Private Solar Power Utility *(continued)*	The following are guidelines to follow when considering the installation of PV systems within the BIG SP area: A. Situate solar panels in a manner that limits reflective sunlight glare, especially to nearby communities. B. Consider aesthetic impacts and visual aspects of the solar panel structures when establishing solar panel sitting and design composition.				
GENERAL GUIDELINES[4] – Section 4.5					
Landscape Design *Section 4.5.1*	BIG SP will limit landscaping to xeriscape, including rock mulch, decomposed granite, Class II base, ballast, concrete, and wood treatments, to create elements of design in streetscape parkways and BIG entry. Any plants incorporated will be native or drought-tolerant species in an attempt to avoid water usage and concern of introduction of an invasive species. Reference Figure 4-4, Xeriscape Design				

[4] General Guidelines per Section 4.5 of the BIG Specific Plan apply to all implementing projects.

CITY OF BARSTOW
COMMUNITY DEVELOPMENT

City of Barstow
Planning Division

APPLICATION FOR:
SITE PLAN REVIEW
Specific Plan Consistency Review Checklist

Barstow International
Gateway (BIG) Project

BNSF RAILWAY

BIG Specific Plan – Private Solar Power Utility	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan — **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Site Entries *Section 4.5.2*	A. Entry monuments should be prominently located at each entry and be clearly visible to visitors. B. Entry monuments should use high quality materials.				
Conceptual Primary Entry Monumentation *Section 4.5.3*	Entry monuments should be placed at strategic site entry locations to establish a sense of arrival at the BIG SP area and reinforce the overall design theme. These are situated at the main entrance at the intersection of Main Street and County Club Drive, as shown in Figure 4-5, Conceptual Primary Entry Monumentation. The length of primary entry monumentation should not exceed 50-feet in width and height should not exceed 15-feet.				Location established as part of the Final Map(s) processing, as applicable.
Conceptual Secondary Entry Monumentation *Section 4.5.4*	Secondary entry monuments will be placed within the BIG SP area to allow vehicular traffic direction at the entry and through the property to create a cohesiveness between land uses, as shown in Figure 4-6, Conceptual Secondary Entry Monumentation.				Location established as part of the Final Map(s) processing, as applicable.

BIG Specific Plan – Private Solar Power Utility	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan — **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Tenant Signage *Section 4.5.5*	As part of the development application for approval of the first implementing project within the BIG SP area, a Master Signage Program (MSP) for monument and wall signage should be required to ensure proper design of signage and adequate identification of building tenants. The MSP should provide for consistency in the size, color, and placement of signs within a property, which should be approved by the City's Community Development Director or their designee.				Master Sign Program will need to be prepared by the Tenant and provided to the city for review and approval.
General Signage Design Requirements *Section 4.5.5.1*	A. Sign messaging should be simple, clear, and easily legible. Signs should have enough contrast between content and background to optimize legibility while still maintaining compatibility with building colors. B. The sign's design should reflect the type of business and/or uses through its design, material, shape, and graphic form. C. Building occupant identification signage should be in keeping with the character established for the BIG SP				

BIG Specific Plan – Private Solar Power Utility	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan — **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
General Signage Design Requirements *(continued)*	area, with variations allowed to accommodate individual user identities and branding regulations. D. Signs should not cover up windows. E. All conductors, conduits, tubing, crossovers, transformers, and other equipment for the illumination of signs should be concealed and/or incorporated into the building architecture. F. Exposed wiring, raceways, cords, plugs, or the like should not be permitted				
Directional Signage Design Requirements *Section 4.5.5.2*	N/A				
Circulation *Section 4.5.6.1*	N/A				
Parking and Loading *Section 4.5.6.2*					
Site Screening *Section 4.5.7.1*	Screen fencing should not be in the line of sight for drivers entering or leaving service areas.				
Loading/Unloading Areas *Section 4.5.7.3*	N/A				

BIG Specific Plan – Private Solar Power Utility	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan — **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Mechanical Equipment *Section 4.5.7.3*	N/A				
Trash Enclosures *Section 4.5.7.4*	N/A				
Walls and Fences *Section 4.5.8*	Walls and fencing should be provided along the BIG SP area's perimeter and on all sides of the Rail Yard Overlay and Private Utility inclusive of chain link fencing with barbed wire for security, as warranted.				
Lighting and Security *Section 4.5.9.1*	A. Exterior lighting should be unobtrusive and limit glare or spillover into neighboring properties. Lighting fixtures should be fully shielded to direct illumination downward to limit light trespass. B. Adequate lighting should be provided throughout the site to create an inviting and non-threatening environment. Night lighting of public spaces should be kept to the minimum necessary for safety and security purposes while limiting glare. C. The scale, materials, colors, and design detail of on-site light posts and				

BIG Specific Plan – Private Solar Power Utility	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan — **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
Lighting and Security *(continued)*	fixtures should reflect the desired character of BIG SP area and the architectural style of the surrounding buildings. a. Light posts should be appropriately scaled for pedestrians near sidewalks and other areas of pedestrian circulation. b. Bollard lighting is encouraged to illuminate walkways without providing spillover D. Lighting fixtures should be compatible with the architectural style and character of the building. The color, size, placement, and number of fixtures should enhance the overall design and character of the building and site. E. Energy-efficient, low-voltage lighting is strongly encouraged. Decorative lighting should be low intensity. LED lighting is also allowed. F. If security lighting is required, fixtures should be hooded, recessed, and/or located in such a manner to				

BIG Specific Plan – Private Solar Power Utility	
Submittal Date	
Permit Type	
Development Application Number	
BIG TTM Lot	
Note: References provided below are from BIG Specific Plan — **APN (New post Final Map)**	

Topic	Requirement	Proposed Plan	Conformance		Note
			Yes	No	
	mostly illuminate the intended area. L. Addresses should be visible from streets and illuminated at night. G. Parking areas. All lighting should be arranged so there will be no more than two candles per square foot. H. Pedestrian walkways/business entrances. Pedestrian walkways should be illuminated to no less than 0.5 and no more than one footcandle per SF for safety purposes. Business entrances should be illuminated to no less than one-half and no more than two footcandle per SF.				
Security Cameras *Section 4.5.9.2*	The location, style, and mounting of security cameras should be integrated with the building architecture. Cameras may be mounted on poles in parking lot, suspended from soffits, or mounted on building walls with the top of the camera below the top of the parapet. Cameras mounted on the parapet are permitted but not encouraged.				
MMRP Compliance – *Separate Matrix Checklist per Final Environmental Impact Report*					