

5.11 LAND USE AND PLANNING

5.11.1 INTRODUCTION

This section describes the existing regulatory and environmental settings and analyzes the Project's potential to physically divide an established community and/or cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Where significant impacts remain despite compliance with the existing regulatory framework, feasible mitigation measures are recommended to avoid or reduce the Project's potentially significant environmental impacts.

Proposed General Plan

Proposed General Plan-related information in this section is based on information contained in **Section 5.11.3: Methodology For Evaluating Impacts** and **Section 5.11.4: Environmental Setting**, respectively, and the following study:

- *Proposed General Plan SBLAFCO Cortese-Knox Hertzberg Local Government Reorganization Act*; see **Appendix 5.11 GP-1: SBLAFCO Cortese-Knox Hertzberg Local Government Reorganization Act**

Barstow International Gateway (BIG)

BIG-related information in this section is based in part on the following study:

- *Economic and Fiscal Impact Analysis: Barstow International Gateway*; see **Appendix 5.11 BIG-1: Economic and Fiscal Impact Analysis**

Summary of Findings – Proposed General Plan

The proposed General Plan builds from the existing developed land uses allowed under all previous plans and zoning, the 2015 General Plan land use pattern, and projects built under the County of San Bernardino (County) Countywide Plan (CWP). Unlike the 2015 General Plan, except for BIG and Local Agency Formation Commission for San Bernardino County (SBLAFCO) Actions A and B, the proposed General Plan does not establish City of Barstow land use designations for land between the City limits and its Sphere of Influence (SOI) but rather allows the existing CWP land use designations to remain.

The 2015 General Plan has adequate capacity for homes and jobs, even with the growth anticipated with BIG. The proposed General Plan, however, creates a new land use designation for Business and Professional Offices, and moves the focus on housing east of Interstate 15 (I-15) in an effort to separate high-density residential uses from the freeway, BIG, and other planned industrial uses and to ensure that residential uses are built closer to downtown and other services.

The City participates in regional planning efforts made by other agencies such as the Southern California Association of Governments (SCAG). The proposed General Plan would result in growth that may exceed SCAG growth projections. As discussed throughout this EIR, however, the City is planning for new growth

and ensuring that there are adequate services and utilities available for the projected growth. SCAG regularly updates their plans and as the City grows, the regional planning efforts will adjust to reflect growth.

In addition to the City of Barstow, two other public agencies (i.e., the County and SBLAFCO) must use this EIR and act on portions of the Project. Some of BIG's off-site improvements, such as the Hinkley Bridge replacement, would remain in the County and must be considered by the County before they can be constructed. Also, for SBLAFCO Action A (which includes a portion of the BIG Specific Plan area) and SBLAFCO Action B to be annexed into the City, SBLAFCO must consider and approve the City's request for multiple actions including annexation of a portion of the BIG Specific Plan area and associated LAFCO actions. While these agencies do not have land use authority over the City's General Plan, this section includes an evaluation of County policies and SBLAFCO goals to aid in their consideration of SBLAFCO Actions A and B.

Summary of Findings – Barstow International Gateway:

Barstow and the County have adopted plans, policies, and regulations regarding land use to avoid or mitigate environmental impacts. This section concludes that BIG would not conflict with any of these plans, policies, or regulations. BIG aims to improve the regional transportation network by enhancing the efficiency of goods movement and substantially reducing regional heavy-duty truck traffic, which aligns with regional planning goals and policies. BIG would not physically divide any established community since there are none established within the BIG footprint. The new east and west lead tracks would be built adjacent to BNSF's existing mainline tracks, thus would not create barriers for existing neighborhoods. BIG's off-site improvements, such as the Lenwood Channel widening and utility upgrades, are also aligned with existing infrastructure, which means the proposed improvements would not alter the area's land usage characteristics. Overall, BIG would not cause a significant environmental impact due to a conflict with a land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.11.2 REGULATORY SETTING

5.11.2.1 Federal

Interstate Commerce Act of 1887

This law established the Interstate Commerce Commission to oversee and regulate the railroad companies within a national unified body in accordance with Congress's power to control interstate commerce. The law set guidelines on how railroads could do business which was regulated by the Interstate Commerce Commission. This law only applied to interstate carriers and interstate operations and was replaced by the Interstate Commerce Commission Termination Act in 1995.

Interstate Commerce Commission Termination Act of 1995

The Interstate Commerce Commission Termination Act is a continuation of the Interstate Commerce Act and gives the authority of interstate rail regulatory oversight to the Surface Transportation Board (STB). Interstate rail activities such as facility construction and operations for interstate commerce are subject

to STB jurisdiction. Under this law, rail carriers regulated actions are exempt from state and municipal laws under federal preemption.

5.11.2.2 State

California State Rail Plan (2024)

The California State Rail Plan, released on January 7, 2025, serves as a comprehensive strategy for the future of rail transportation in California. It aims to create a cohesive statewide rail system that integrates passenger and freight services, supporting the State's economic growth and climate action goals. The plan emphasizes collaboration with various stakeholders, including State agencies, local governments, and transportation operators, to ensure equitable access to rail services for all communities, particularly those historically underserved. Key objectives of the plan include: a zero emissions network; economic growth, including 900,000 new jobs; enhanced mobility, improving connectivity between regions; and equity and accessibility for historically disadvantaged communities.

Sustainable Communities and Climate Protection Act of 2008

Senate Bill (SB) 375, Chapter 728 requires regional planning agencies to include a “Sustainable Communities Strategy” or “Alternative Planning Strategy” in the next version of their regional transportation plans. The purpose of a Sustainable Communities Strategy (SCS) is to coordinate land use, housing needs, and transportation/transit planning to meet the regional target for the reduction of greenhouse gas (GHG) emissions from automobiles and light trucks established by the California Air Resources Board. Coordination is enforced by requiring transportation projects identified in the regional transportation plan (RTP) to comply with the SCS to receive federal and State funding through the regional housing needs allocation. The SCAG adopted the most recent RTP/SCS (i.e., 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) on April 4, 2024. SB 375 requirements are reflected in Connect SoCal 2024.

California State Planning and Zoning Law

California State Planning and Zoning Law (California Government Code [CGC] §§ 65000–66037) delegates most of the State’s local land use and development decisions to cities and counties and describes laws pertaining to the regulation of land uses by local governments, including general plan requirements, specific plans, subdivisions, and zoning.

State Planning Law and California Complete Streets Act

State Planning Law (CGC § 65300) requires every city and county to adopt a comprehensive, long-term general plan for physical development of the city and its SOI and the county. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a citywide vision. State law requires that a general plan address eight required elements (Land Use, Circulation, Housing, Conservation, Open Space, Noise, Safety, and Environmental Justice), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the State Planning Law should be examined to determine if there are environmental issues within the community that the general plan should address, including but not limited to hazards and flooding.

Additionally, on September 30, 2008, Assembly Bill (AB) 1358, the California Complete Streets Act, was signed into law, becoming effective January 1, 2011. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks.

Cortese-Knox Hertzberg Local Government Reorganization Act of 2000 (CKH Act)

Local Agency Formation Commissions (LAFCOs) are approving bodies of government within each county responsible for regulating the organization and extension of services provided by cities and special districts. The Cortese-Knox Hertzberg Local Government Reorganization (CKH) Act of 2000 grants LAFCOs various powers but primarily the powers to act on local agency boundary changes and adopt local agency SOI. The CKH Act substantially amended the Cortese-Knox Local Government Reorganization Act of 1985 and further clarified the purpose and mission of LAFCOs.

Among the stated legislative purposes for their creation, LAFCOs are formed to discourage urban sprawl, preserve open space and prime agricultural lands, efficiently provide government services, and encourage orderly formation and development of local agencies. The CKH Act establishes procedures for local government changes of organization, including city incorporations, annexations to a city or special district, detachments from a special district, and city and special district consolidations. The CKH Act does not allow LAFCOs to modify land use plans but requires them to ensure land use has been established prior to changes of organization.

The LAFCO governing the proposed General Plan area is the Local Agency Formation Commission for San Bernardino County (SBLAFCO); see the *Local Agency Formation Commission for San Bernardino County* Section below.

LAFCOs use California Government Code § 56064 to define and preserve “Prime Agricultural Land” during their review of boundary changes. California Government Code § 56064 defines Prime Agricultural Land as an area of land, whether a single parcel or contiguous parcels, which has not been developed for a use other than an agricultural use and that meets any of the following criteria:

Criteria 1. Land that qualifies, if irrigated, for rating as class I or class II in the United States Department of Agriculture (USDA) Natural Resources Conservation Service land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.

Criteria 2. Land that qualifies for rating 80 through 100 Storie Index Rating.

Criteria 3. Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the USDA in the National Handbook on Range and Related Grazing Lands, July 1967, developed pursuant to Public Law 46, December 1935.

Criteria 4. Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars (\$400) per acre.

Criteria 5. Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred dollars (\$400) per acre for three of the previous five calendar years.

It is noted, land identified as “Prime Agricultural Land” under the CKH Act differs from the definition of “Agricultural Land” used in CEQA and found in CEQA Statute § 21060.1. State CEQA Guidelines Appendix G acknowledges three of the FMMP’s Important Farmland categories as Agricultural Lands for purposes of CEQA analysis; see **Section 5.2: Agriculture and Forestry Resources** for an analysis of Agricultural Lands.

SB 244

This legislation provides the requirement that LAFCO’s, cities, and counties plan for “Disadvantaged Unincorporated Communities” (DUC). A DUC is defined as an “inhabited territory” (with 12 or more registered voters) that has an annual household income that is less than 80 percent of the statewide median household income (CGC § 56033.5). This law requires that any city annexation proposal greater than 10 acres (or as determined by LAFCO) that is contiguous to a DUC cannot be approved without an annexation for application of the DUC having been filed unless a prior application for annexation of the same DUC area was received in the prior five years or the LAFCO finds that based upon written evidence that a majority of the residents within the DUC are opposed to annexation (CGC § 56375). Further, this legislation also requires that a written statement of the present and probable need for those services within the DUC be reviewed and considered by the LAFCO when considering an update of a SOI for a city or special district that provides public facilities and/or services for sewers, structural fire, or municipal and industrial water (CGC § 56425).

AB 2838

AB 2838 requires LAFCOs to conduct municipal service reviews (MSRs) before or in conjunction with the establishment or update of SOIs (CGC § 56430). MSRs are conducted by geographic area or countywide and include a comprehensive review of all agencies that provide the services LAFCO identifies. As part of its review, LAFCO can evaluate alternatives for improving efficiency and affordability of infrastructure and service delivery. LAFCO is required to make seven written determinations for MSRs regarding:

1. Growth and population projections for the affected area;
2. The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the SOI;
3. Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the SOI;
4. Financial ability of agencies to provide services;
5. Status of, and opportunities for, shared facilities;
6. Accountability for community service needs, including governmental structure and operational efficiencies; and

7. Any other matter related to effective or efficient service delivery, as required by commission policy.

California Public Utilities Code §1001

California Public Utilities Code §1001 provides that the “extension” of regulated water utilities systems requires the California Public Utilities Commission (CPUC) to issue a certificate of public convenience and necessity. The CPUC has various rules that delegate the authority to their staff to authorize these extensions.

5.11.2.3 Regional

Southern California Association of Governments (SCAG)

SCAG is the regional Council of Governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized Metropolitan Planning Organization (MPO) for this region and provides a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal (e.g., National Environmental Policy Act) and State law (i.e., CEQA). In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region’s MPO, SCAG cooperates with the South Coast Air Quality Management District (South Coast AQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as discussed below.

The proposed Project is considered a project of “regionwide significance” pursuant to the criteria in SCAG’s Intergovernmental Review Procedures Handbook (November 1995) and State CEQA Guidelines § 15206.

Connect SoCal 2024

SCAG’s Regional Council adopted Connect SoCal 2024 on April 4, 2024, as part of SCAG’s planning obligations. While Connect SoCal 2024 remains focused on its core responsibilities, and on the requirements of a comprehensive Regional Transportation Plan (RTP) integrated with the development of an SCS, it also encompasses a holistic approach to programs and strategies that support the RTP’s success, such as workforce development, broadband, and mobility hubs. Connect SoCal 2024 aims to address regional challenges concerning the environment, economy, communities (housing and essential services), and mobility (SCAG, 2024).

5.11.2.4 Local

County of San Bernardino Countywide Plan

The County adopted the Countywide Plan (CWP) in October 2020 (San Bernardino, 2020a). The CWP Policy Plan addresses the physical, social, and economic issues facing the unincorporated areas of the County.

Table 5.11-1: Countywide Policy Plan – Relevant Land Use Goals and Policies includes the land use and planning-related goals and policies.

Table 5.11-1: Countywide Policy Plan – Relevant Land Use Goals and Policies

Goal or Policy	
LAND USE ELEMENT	
Goal LU-1	Fiscally Sustainable Growth. Growth and development that builds thriving communities, contributes to our Complete County, and is fiscally sustainable.
Policy LU-1.1	Growth. We support growth and development that is fiscally sustainable for the County. We accommodate growth in the unincorporated County when it benefits existing communities, provides a regional housing option for rural lifestyles, or supports the regional economy.
Policy LU-1.2	Infill development. We prefer new development to take place on existing vacant and underutilized lots where public services and infrastructure are available.
Policy LU-1.5	Development impact fees. We require payment of development impact fees to ensure that all new development pays its fair share of public infrastructure.
Goal LU-2	Land Use Mix and Compatibility. An arrangement of land uses that balances the lifestyle of existing residents, the needs of future generations, opportunities for commercial and industrial development, and the value of the natural environment.
Policy LU-2.1	Compatibility with existing uses. We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.
Policy LU-2.2	Compatibility with planned uses. We require that new residential development is located, scaled, buffered, and designed to minimize negative impacts both on and from adjacent areas designated for nonresidential land uses.
Policy LU-2.3	Compatibility with natural environment. We require that new development is located, scaled, buffered, and designed for compatibility with the surrounding natural environment and biodiversity.
Policy LU-2.4	Land Use Map consistency. We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity.
Policy LU-2.6	Coordination with adjacent entities. We require that new and amended development projects notify and coordinate with adjacent local, state, and federal entities to maximize land use compatibility, inform future planning and implementation, and realize mutually beneficial outcomes.
Policy LU-2.7	Countywide jobs-housing balance. We prioritize growth that furthers a countywide balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life. We also strive for growth that furthers a balance of jobs and housing in the North Desert region and the Valley region.
Policy LU-2.8	Rural lifestyle in the Mountain/Desert regions. We intend that new residential development in the unincorporated Mountain and Desert regions offer a lower intensity lifestyle that complements the suburban and urban densities in incorporated cities and towns to provide a range of lifestyle options. Master planned communities in unincorporated Mountain/Desert regions may provide a broader range of lifestyles and densities.
Policy LU-2.10	Unincorporated commercial development. We intend that new commercial development in the unincorporated areas serve unincorporated residential areas, tourists, and/or freeway travelers. We encourage new commercial development to be concentrated to enhance pedestrian circulation and reduce vehicular congestion and vehicle miles traveled, with new development directed into existing centralized areas when possible.

Table 5.11-1: Countywide Policy Plan – Relevant Land Use Goals and Policies

Goal or Policy	
Policy LU-2.14	Contiguous land administration. We support the consolidation of disconnected land areas under public ownership or administration to increase financial and environmental value, streamline the management of land and resources, and establish more complete and effective transition areas or buffers. Such consolidation may include transfer of title of property among public entities and the purchase or swapping of private property voluntarily sold when the consolidation is fiscally neutral or beneficial to the County.
Goal LU-3	Annexations and Sphere Development. Annexations and development in spheres of influence that improve the provision of public services to incorporated and unincorporated residents and businesses.
Policy LU-3.1	Annexation of unincorporated areas. We support the annexation of unincorporated areas when it will result in a more effective and efficient provision of public services and a net fiscal benefit to the County.
Policy LU-3.2	Annexations with planned incompatible land uses. We oppose annexations when future planned land uses for the proposed annexation area would be incompatible with the remaining adjacent unincorporated lands.
Policy LU-3.3	City/Town standards in SOIs. Upon negotiation with individual jurisdictions, we may require new development in unincorporated municipal sphere of influence areas to apply the improvement standards for roads and sidewalks of the incorporated jurisdiction.
Policy LU-3.4	Development project annexations. When a property owner proposes annexation to facilitate new development adjacent to an unincorporated residential area, we prefer that the annexation includes the adjacent residential area.
Goal LU-4	Community Design. Preservation and enhancement of unique community identities and their relationship with the natural environment.
Policy LU-4.3	Native or drought-tolerant landscaping. We require new development, when outside of high and very high fire hazard severity zones, to install and maintain drought-tolerant landscaping and encourage the use of native species.
Policy LU-4.5	Community identity. We require that new development be consistent with and reinforce the physical and historical character and identity of our unincorporated communities, as described in Table LU-3 and in the values section of Community Action Guides. In addition, we consider the aspirations section of Community Action Guides in our review of new development.
Goal LU-5	Military Mission. The federal government maintains and invests in military facilities and operations in the County to further the mission of national defense, thereby generating employment opportunities for residents and commercial opportunities for businesses in the County.
Policy LU-5.1	Military land use compatibility. We coordinate with military stakeholders to ensure compatible land uses in areas where military operations on or off installations could affect public health and safety, or where civilian activities could have an impact on current or future military operations. We will coordinate with military stakeholders to resolve existing land use conflicts and protect public safety in the Military Influence Overlay.
Policy LU-5.2	Military Influence Overlay. We require conditional use permits for projects within the Military Influence Overlay that could penetrate the defined floor elevation of the military airspace, or that could encroach upon military operations. We consider how development of roads and infrastructure within the Military Influence Overlay will promote growth that might lead to incompatible land use.
Policy LU-5.3	Open space for military activity and buffering. We engage with military installations to preserve open space areas to facilitate military training and operations and to buffer civilian areas from military activity.

Table 5.11-1: Countywide Policy Plan – Relevant Land Use Goals and Policies	
Goal or Policy	
Policy LU-5.5	Transportation and infrastructure. We consider military needs for operations and training when planning and improving local and regional transportation and infrastructure systems.
Goal IU-1	Water Supply. Water supply and infrastructure are sufficient for the needs of residents and businesses and are resilient to drought.
Policy IU-1.8	Groundwater management coordination. We collaborate with watermasters, groundwater sustainability agencies, water purveyors, and other government agencies to ensure groundwater basins are being sustainably managed. We discourage new development when it would create or aggravate groundwater overdraft conditions, land subsidence, or other “undesirable results” as defined in the California Water Code. We require safe yields for groundwater sources covered by the Desert Groundwater Management Ordinance.
Goal IU-3	Stormwater Drainage. A regional stormwater drainage backbone and local stormwater facilities in unincorporated areas that reduce the risk of flooding.
Policy IU-3.1	Regional flood control. We maintain a regional flood control system and regularly evaluate the need for and implement upgrades based on changing land coverage and hydrologic conditions in order to manage and reduce flood risk. We require any public and private projects proposed anywhere in the County to address and mitigate any adverse impacts on the carrying capacity and stormwater velocity of regional stormwater drainage systems.
Policy IU-3.2	Local flood control. We require new development to install and maintain stormwater management facilities that maintain predevelopment hydrology and hydraulic conditions.
Goal TM-1	Roadway Capacity. Unincorporated areas served by roads with capacity that is adequate for residents, businesses, tourists, and emergency services.
Policy TM-1.7	Fair share contributions. We require new development to pay its fair share contribution toward off-site transportation improvements.
Goal TM-5	Goods Movement. A road, rail, and air transportation system that supports the logistics industry and minimizes congestion in unincorporated areas.
Policy TM-5.4	Grade separations. We support grade separations to reduce conflicts between rail facilities and roadways, subject to available funding.
Policy TM-5.7	Trucking-intensive businesses. We require trucking-intensive businesses to pay their fair share of costs to build and maintain adequate roads.
Goal N-2	Water Quality. Clean and safe water for human consumption and the natural environment.
Policy NR-2.4	Wastewater discharge. We apply federal and state water quality standards for wastewater discharge requirements in the review of development proposals that relate to type, location, and size of the proposed project in order to safeguard public health and shared water resources.
Policy NR-2.5	Stormwater discharge. We ensure compliance with the County’s Municipal Stormwater NPDES (National Pollutant Discharge Elimination System) Permit by requiring new development and significant redevelopment to protect the quality of water and drainage systems through site design, source controls, stormwater treatment, runoff reduction measures, best management practices, low impact development strategies, and technological advances. For existing development, we monitor businesses and coordinate with municipalities.
Goal NR-6	Mineral Resources. Mineral resource zones that allow extraction industries to continue supporting the regional and national economy while minimizing negative impacts on the public and natural environment.
Policy NR-6.1	Mineral resource areas. We prioritize the conservation of land area with mineral resources by prohibiting or discouraging development of land that would substantially preclude the future development of mining facilities in areas classified as Mineral Resource Zone (MRZ) 2a, 2b, or 3a.

Table 5.11-1: Countywide Policy Plan – Relevant Land Use Goals and Policies

Goal or Policy	
Goal NR-7	Agriculture and Soils. The ability of property owners, farmers, and ranchers to conduct sustainable and economically viable agricultural operations.
Policy NR-7.1	Protection of agricultural land. We protect economically viable and productive agricultural lands from the adverse effects of urban encroachment, particularly increased erosion and sedimentation, trespass, and non-agricultural land development.
Policy NR-7.2	Preservation of important farmlands. We require project applicants seeking to develop 20 or more acres of farmland (classified as prime, of statewide importance, or unique farmland) to non-agricultural uses to prepare an agricultural resource evaluation prior to project approval. The evaluation shall use generally accepted methodologies to identify the potentially significant impact of the loss of agricultural land as well as the economic viability and sustainability of future agricultural use of the property, including long-term sustainability and economic viability of water resources. If the conversion is deemed significant, the County shall require mitigation at a 1:1 ratio of converted to preserved acreage through conservation easements, payment of its valuation equivalent if a fee mitigation program is established, or inclusion in a regional agricultural preservation program.
Goal CR-1	Tribal Cultural Resources. Tribal cultural resources that are preserved and celebrated out of respect for Native American beliefs and traditions.
Policy CR-1.3	Mitigation and avoidance. We consult with local tribes to establish appropriate project-specific mitigation measures and resource-specific treatment of potential cultural resources. We require project applicants to design projects to avoid known tribal cultural resources, whenever possible. If avoidance is not possible, we require appropriate mitigation to minimize project impacts on tribal cultural resources.
Goal CR-2	Historic and Paleontological Resources. Historic resources (buildings, structures, or archaeological resources) and paleontological resources that are protected and preserved for their cultural importance to local communities as well as their research and educational potential.
Policy CR-2.3	Paleontological and archaeological resources. We strive to protect paleontological and archaeological resources from loss or destruction by requiring that new development include appropriate mitigation to preserve the quality and integrity of these resources. We require new development to avoid paleontological and archeological resources whenever possible. If avoidance is not possible, we require the salvage and preservation of paleontological and archeological resources.
Goal HZ-1	Natural Environmental Hazards. Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by natural environmental hazards and adaptation to potential changes in climate.
Policy HZ-1.1	New subdivisions in environmental hazard areas. We require all lots and parcels created through new subdivisions to have sufficient buildable area outside of the following environmental hazard areas: • <u>Flood</u>: 100-year flood zone, dam/basin inundation area • <u>Geologic</u>: Alquist-Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, existing and County-identified landslide area.
Policy HZ-1.2	New development in environmental hazard areas. We require all new development to be located outside of the environmental hazard areas listed below. For any lot or parcel that does not have sufficient buildable area outside of such hazard areas, we require adequate mitigation, including designs that allow occupants to shelter in place and to have sufficient time to evacuate during times of extreme weather and natural disasters. ▪ <u>Flood</u>: 100-year flood zone, dam/basin inundation area

Table 5.11-1: Countywide Policy Plan – Relevant Land Use Goals and Policies

Goal or Policy	
	▪ Geologic: Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized), existing and County-identified landslide area, moderate to high landslide susceptibility area) ▪ Fire: high or very high fire hazard severity zone
Policy HZ-1.3	Floodplain mapping. We require any new lots or subdivisions partially in, and any new development partially or entirely in 100-year flood zones or 100-year flood awareness areas to provide detail floodplain mapping for 100- and 200-year storm events as part of the development approval process.
Policy HZ-1.8	Wind erosion hazards. We require new development in medium-high or high wind erosion hazard areas to minimize the effects of wind-blown soil through building and site design features such as fencing, surface treatment or pavement, attenuation or wind barriers, architectural features, building materials, and drought resistant landscaping.
Policy HZ-1.12	Local hazard mitigation plan implementation. We require adherence to the goals, objectives and actions in the Multi-jurisdictional Hazard Mitigation Plan and subsequent amendments to reduce and mitigate damages from hazards in the County.
Policy HZ-1.13	Fire protection planning. We require that all new development in County-designated Fire Safety Overlay and/or CALFIRE-designated Very High Fire Hazard Severity Zones meet the requirements of the California Fire Code (CFC) and the California Building Code (CBC) as amended by the County Fire Protection District, including CCR Title 14 fire safety requirements for any new development within State Responsibility Areas, as well as provide and maintain a Fire Protection Plan or Defensible Space/Fuel Modification Plan and other pre-planning measures in accordance with the County Code of Ordinances.
Policy HZ-1.14	Long-term fire hazard reduction and abatement. We require proactive vegetation management/hazard abatement to reduce fire hazards on existing private properties, along roadsides of evacuation routes out of wildfire prone areas, and other private/public land where applicable, and we require new development to enter into a long-term maintenance agreement for vegetation management in defensible space, fuel modification, and roadside fuel reduction in the Fire Safety Overlay and/or Very High Fire Hazard Severity Zones.
Goal HZ-2	Human Generated Hazards. People and the natural environment protected from exposure to hazardous materials, excessive noise, and other human-generated hazards.
Policy HZ-2.8	Proximity to noise generating uses. We limit or restrict new noise sensitive land uses in proximity to existing conforming noise generating uses and planned industrial areas.
Policy HZ-2.9	Control sound at the source. We prioritize noise mitigation measures that control sound at the source before buffers, soundwalls, and other perimeter measures.
Source: County of San Bernardino. 2020a. <i>Countywide Policy Plan</i> . https://countywideplan.sbcounty.gov/policy-plan/ .	

The CWP Policy Plan includes the following Policy Maps that address land use (San Bernardino, 2020b, c):

- Policy Map LU-1(A-E) Land Use Map depicts the County's land use categories, unincorporated spheres of influence, and Community Planning Areas.
- Policy Map LU-3 Military Influence Overlay depicts military influence areas in the County.

The CWP also includes Community Action Guides which are intended to guide the future use, character, and independent identity of the County's unincorporated communities. Goals, policies, land use, and infrastructure decisions for each community are addressed in the CWP Policy Plan.

See **Section 5.11.4: Environmental Setting** below for further discussion concerning land use categories for the Project.

Codified Ordinances of the County of San Bernardino

The Codified Ordinances of the County of San Bernardino (County Code) regulations addressing land use and planning are provided below.

County Code Chapter 63.0101: Adoption of CBC. The California Building Code (CBC) has been amended and adopted as Chapter 63.0101 of the County Building Regulations (County Building Code). This regulates all building and construction projects within County limits and implements a minimum standard for building design and construction. These minimum standards include specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities including drainage and erosion control.

County Code Title 8: Development Code. County Code Title 8 is known as the San Bernardino Development Code (County Code). The purpose of the County Code is to implement the CWP by classifying and regulating the uses of land and structures within the unincorporated County; preserving and protecting the County's important agricultural, cultural, natural, open space, and scenic resources; and by protecting and promoting the public health, safety, comfort, convenience, prosperity, and general welfare of the County's residents and businesses.

County Code Chapter 82.01: Land Use Plan, Land Use Zoning Districts, and Overlays. This chapter establishes the primary and overlay land use zoning districts applied to properties within the unincorporated County.

County Code Chapter 82.02: Allowed Land Uses and Development. This chapter describes the County's requirements for approval of proposed development and new land uses. The allowed land uses and planning permit requirements established by the County Code for specific types of development are in County Code Chapters 82.03 through 82.23.

County Code Chapter 83.01: General Performance Standards. This chapter establishes uniform performance standards for development within the County that promotes compatibility with surrounding areas and land uses. Performance standards are designed to mitigate the environmental impacts (i.e., air quality, glare, heat, noise, runoff control, and waste disposal) of existing and proposed land uses within a community. These general performance standards are intended to protect the health and safety of businesses, nearby residents, and workers and to prevent damaging effects to surrounding properties.

County Code Chapter 83.02: General Development and Use Standards. This chapter is intended to ensure that all development produces an environment of stable and desirable character that is harmonious with existing and future development, and protects the use and enjoyment of neighboring properties, consistent with the CWP. This chapter includes standards concerning screening and buffering, setbacks, height limits, and encroachments, among others, which are considered along with in Division 2: Land Use Zoning Districts and Allowed Land Uses, and Division 4: Standards for Specific Land Uses.

County Code Chapter 83.09: Infrastructure Improvement Standards. This chapter establishes standards for infrastructure improvements that would be required for development which includes a subdivision(s).

County Code Chapter 85.02: Basic Review Procedures. This chapter contains the basic and alternate review procedures necessary to process development proposals in any land use zoning district. County Code § 85.02.050: Alternate Review Procedures specifies that unless preempted by State or federal Law, the specific land uses listed in the land use tables in Chapters 82.03 through 82.22 are allowed without a Conditional Use Permit when certain alternate review procedures have been completed to the satisfaction of the Director.

County Code Chapter 85.07: Flood Hazard Development Reviews. This chapter requires a Floodplain Development Standards Review before approval of a land use application or issuance of a development permit in specified flood areas or where required by the Director of Public Works or the Building Official.

County Code § 85.10.070: Development Plans. This section establishes the standards and procedures for development plans.

County Code Chapter 86.04: Floodplain Administrator. This chapter establishes the responsibilities of the floodplain administrator who administers and implements the flood management provisions.

County Code Chapter 87.04: Additional Subdivision Procedures. This chapter establishes requirements consistent with the Subdivision Map Act for Certificates of Compliance, Condominiums and Condominium Conversions, Lot Line Adjustments, Official Maps, Parcel Mergers, and Reversion to Acreage.

County Code Chapter 87.05: Dedications and Exactions. This chapter establishes standards for dedications, reservations, or the payment of fees, in conjunction with subdivision approval.

County Code Chapter 87.06: Subdivision Design and Improvement Requirements. This chapter establishes subdivision design standards, requirements for site preparation and grading for subdivisions, and subdivision improvement requirements.

County Code Chapter 87.07: Improvement Plans, Installation, and Security. This chapter provides standards for the preparation and review of improvement plans, the installation of improvements, and for security to guarantee improvement installation.

County Code § 110.0204: Public Improvements. This section specifies that the County may exercise any or all of the following powers to cause, provide for, or undertake, or make provision with other agencies, public entities, or a joint powers authority for, the acquisition, installation, rehabilitation, upgrade, or construction of infrastructure, including but not limited to:

- Highways, interchanges, ramps, bridges, arterial streets, parking facilities, and any type of transit facilities;
- Water, sewer, and storm drainage facilities;
- Facilities and watershed lands used for the collection and treatment of water for urban uses; and
- Flood management, including levees, bypasses, dams, retention basins, and drainage channels.

For applicability of the County Code standards to the proposed General Plan and BIG, see **Section 5.0**.

Local Agency Formation Commission for San Bernardino County (SBLAFCO)

The SBLAFCO implements the CKH Act legislative direction and policies for the County. One of SBLAFCO's fundamental principles is to ensure the establishment of an appropriate, sustainable, and logical municipal level government structure for the distribution of efficient and effective public services. Boundaries are assigned to define a city or special district's geography. There are various types of boundary changes within SBLAFCO's purview, including the following which are relevant to the Project:

- **Annexation** means the inclusion, attachment, or addition of territory to a city or a special district.
- **Detachment** means the exclusion, deletion, or removal of territory from a city or special district. Detachment occurs when land is annexed to another agency that provides similar services.
- **Reorganization** means two or more changes of organization initiated in a single proposal initiated to SBLAFCO.
- **Changes in Organization** are annexations, detachments and other actions governed by the Cortese-Knox-Hertzberg Act Local Government Reorganization Act as detailed in Government Code Section 56021.

SBLAFCO has identified the following goals to encourage the establishment of an appropriate, sustainable, and logical municipal level government structure:

- Encourage orderly growth;
- Promote logical and orderly service boundaries for cities and special districts;
- Discourage premature conversion of prime agricultural lands to urban uses; and
- Promote efficient and effective service delivery for cities and special districts.

To achieve these goals, SBLAFCO primarily carries out planning, regulatory, and special study functions, as summarized below (SBLAFCO, 2023a).

Planning Function. SBLAFCO accomplishes its planning function and promotes orderly land use and service planning through its sphere of influence program, in which SBLAFCO designates the planned probable physical boundaries and service area of a city or special district. A SOI is defined as the probable future service boundary of a city or special district, and it represents the area within which the city or special district is expected to grow (SBLAFCO, 2023a). State law requires SBLAFCO to consider the following factors in determining a SOI boundary:

- The present and future land uses within the study area;
- The adequacy of current services available from agencies which currently overlay the study area;
- The capability of city or special district to serve the study area in the future; and
- Communities of interest.

Regulatory Function. By law, SBLAFCO must review and consider approval of any proposal to add land to a city or special district (annexation), create a new city or special district (incorporation or formation),

remove land from a city or special district (detachment), consolidate, merge, or dissolve cities or special districts. SBLAFCO's review of a proposal generally focuses on the following issues:

- **Boundaries:** Do the proposed service boundaries make sense? Do they represent a logical and recognizable area within which services can be provided?
- **Financial Effects:** What are the financial implications of the proposal on local governments and landowners within the study area?
- **Service Effects:** What are the range and levels of services that will be provided if the proposal is successful? Will the proposal adversely affect the ability of any governmental agency to provide service?
- **Environmental Effects:** What are the possible environmental consequences of a proposal?

Special Studies Function. State law empowers SBLAFCO to investigate the efficiency and effectiveness of cities and special districts, and to propose changes in organization where appropriate. For example, SBLAFCO might review the pattern of service boundaries that overlay a community or region and suggest changes that might improve the effectiveness and efficiency of service delivery.

City of Barstow 2015-2020 General Plan

The City adopted the City of Barstow 2015-2020 General Plan (2015 General Plan) in February 2015. The 2015 General Plan is the overarching guide for implementation of the Code of the City of Barstow (Barstow Code), which defines development standards and establishes zoning districts throughout the City. The 2015 General Plan goals, policies, and programs that are relevant to land use and planning are primarily in the Land Use and Housing Elements. As part of the proposed Project, some existing General Plan goals, policies, and programs would be amended or substantially changed, and new policies would be added.

Table 5.11-2: 2015 General Plan Relevant Goals and Policies – Land Use and Planning includes the land use and planning-related goals and policies relevant to the Project. For applicability of the 2015 General Plan goals and policies to the Project, see **Section 5.0**.

Table 5.11-2: 2015 General Plan Relevant Goals and Policies – Land Use and Planning

Goal or Policy	
LAND USE ELEMENT	
Goal 1	Land Use Goals, Policies and Strategies. Foster and promote a well- planned, orderly development pattern that enhances community values, and assures development and maintenance of adequate infrastructure.
Policy 1.A	The City shall maintain a land use map that assures a balance of residential, commercial, industrial, open space and public lands.
Policy 1B	Encourage the creation of integrated specific or master planned communities that encompass a range of land use types.
Goal 2	Land Use Goals, Policies and Strategies. The City seeks to ensure an aesthetically pleasing appearance to the community that will maintain and enhance property values throughout the planning area.
Policy 2.B	Aggressively enforce Municipal Code provisions and Use Permit Conditions pertaining to maintenance of private property and the abatement of public nuisances.
Policy 2.C	The City shall encourage quality design in all development projects and shall encourage the enhancement of existing developed properties.
Goal 3	Land Use Goals, Policies and Strategies. Improve the downtown core as a viable and attractive destination for tourists.
Policy 3A	Encourage land uses within the Downtown Business and Cultural District that are conducive to the promotion of tourism while discouraging uses that are not so conducive.
Policy 3B	Enhance the visibility and notoriety of Barstow’s Route 66 Main Street as the longest remaining active Main Street along the entirety of the Route 66 Business Corridor.
Goal 4	Land Use Goals, Policies and Strategies. Enhance the prosperity and economic vitality of Barstow.
Policy 4A	With regard to commercial development the City shall pursue a two-pronged strategy, focusing on a) inducing visitors to spend more time and money in Barstow; and b) developing commercial uses that address underserved markets within the community.
Policy 4B	Expand opportunities for well-paying jobs by growing and diversifying the City’s industrial workforce.
Goal 5	Land Use Goals, Policies and Strategies. Expand the range of cultural, aesthetic, and recreational opportunities available to city residents and prospective visitors.
Policy 5A	Encourage the establishment and expansion of museums, art galleries and sites of historical interest at designated locations within the City.
Policy 5B	Work with entities such as the Bureau of Land Management, the National Parks Service, and the State Lands Commission to increase public awareness and utilization of sites of historic interest.
Goal 6	Land Use Goals, Policies and Strategies. The City shall consider supporting annexation of unincorporated lands to the extent that such annexations would consolidate and improve services, accommodate anticipated population growth, improve the range and diversity of the City’s housing stock, expand the property and sales tax bases, and promote economic growth and prosperity.
Policy 6.A	Seek the support of residents and property owners for a phased annexation of the currently unincorporated Barstow Heights area.
Policy 6.B	Annex lands adjacent to the city limits at such time as viable development proposals consistent with General Plan land use designations are submitted and approved.
Source: City of Barstow. 2015. <i>City of Barstow 2015-2020 General Plan</i> . https://www.barstowca.org/home/showpublisheddocument/5359/636607004808630000	

Code of the City of Barstow

The Code of the City of Barstow (Barstow Code) regulations addressing land use and planning are provided below (Barstow, 2025). For applicability of the Barstow Code standards to the Project, see **Section 5.0**.

Barstow Code Chapter 10.16: Control Devices. This chapter outlines the power of local authority to place and maintain such traffic signs, signals and other traffic control devices upon streets and highways as may be required, authorized, or necessary to properly indicate and carry out the provisions of State law or local traffic ordinances or to warn or guide traffic.

Barstow Code Chapter 12.04: Street Dedications. This chapter provides standards for street dedications, vacations, encroachment permits, and public improvements.

Barstow Code Title 13: Wastewater Ordinance. This chapter provides for the maximum beneficial public use of the City's wastewater collection and treatment facilities and provides guidelines for complying with requirements of other regulatory agencies.

Barstow Code Chapter 15.08: Building Codes. This chapter adopts the CBC which regulates the erection, construction, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area and maintenance of all building or structures and the issuance of such permits.

Barstow Code Chapter 15.12: Grading. This chapter regulates grading, excavation, fills, setbacks, draining and terracing, slope planting and erosion control, and compliance with the national pollutant discharge elimination systems (NPDES).

Barstow Code Chapter 15.14: Stormwater and Urban Runoff Pollution Control. This chapter is intended to ensure the future health, safety and general welfare of the City's citizens and the water quality of the receiving waters and surrounding areas, protect and enhance the quality of watercourses, water bodies, and wetlands within the City in a manner consistent with the Clean Water Act, the California Porter-Cologne Water Quality Control Act and the Municipal NPDES Permit. This chapter also sets forth requirements for the construction and operation of commercial development, new development and redevelopment and other projects which are intended to ensure compliance with the stormwater mitigation measures prescribed in the current version of the City's municipal NPDES Permit.

Barstow Code Chapter 15.16: Floodplain Management. This chapter establishes development regulations for all publicly and privately owned land within flood prone or flood-related erosion areas. This chapter establishes procedures for reviewing all letters of map revision (LOMRs) and conditional letters of map revision (CLOMRs) for flood control projects.

Barstow Code Title 19 Zoning. This title is intended to "encourage, classify, designate, regulate, restrict, and segregate the highest and best location and use of buildings, structures, and land for residence, commerce, trade, industry, water conservation, recreation, or other purposes in appropriate places." This title establishes 12 zoning districts, which regulate land use within the City. Boundaries of these districts are depicted on the City's Zoning Ordinance maps.

Barstow Code Chapter 19.05: Site Plan Review. This chapter outlines procedures for site plan review, which is intended to ensure that the proposed development is in conformance with the intent and provisions of all other applicable City regulations and policies.

Barstow Code Chapter 19.06 Development Standards. This chapter establishes general development standards for outdoor lighting; fences, hedges and walls; clear-sight triangles; off-street parking; signs; service stations; landscape water conservation; alternative energy systems such as solar photovoltaic systems and EV charging stations; and cellular communication facilities. Additionally, this chapter includes special provisions for distance between buildings in residential districts, zoning in annexed areas, and architectural requirements.

Barstow Code Chapter 19.24: Other Uses. This chapter outlines development standards for other uses which are not specifically outlined in the zoning code as permitted uses, such as public utility lines.

For applicability of the Barstow Code standards to the proposed General Plan and BIG, see **Section 5.0**.

Route 66 Business Corridor/Downtown Business and Cultural District Specific Plan

In 2015, the City initiated development of the Route 66 Business Corridor/Downtown Business and Cultural District Specific Plan (Route 66 Specific Plan) in an effort to reenergize historic Route 66 (i.e., hereinafter “Main Street”) through Barstow between State Route 58 (SR-58) and I-40. The Route 66 Specific Plan identifies wayfinding and branding, land use, and urban design guidelines for the corridor, with specific focus on increasing tourism in the original Downtown area between Otis Avenue and 7th Avenue.

The Route 66 Specific Plan design guidelines establish a framework for dialogue among property owners and developers, City staff, Barstow residents, and other stakeholders collectively seeking a way to implement the vision for Main Street (also referred to as National Trails Highway or Route 66). The Route 66 Specific Plan design guidelines also ensure that future buildings and public spaces are well conceived and designed to work together as part of a collective whole. The Route 66 Specific Plan’s ultimate goal is to create a well-defined, functional, sustainable, beautiful, and coherent Main Street Business Corridor and Downtown Business and Cultural District that promotes a strong local economy.

Spanish Trail Specific Plan

The Spanish Trail Specific Plan is intended to draw upon the City’s cultural and historical significance as a key stopping point along the trade route traversing the southwestern United States from Santa Fe, New Mexico to Los Angeles by creating a mixed-use commercial center that will serve both local residents as well as travelers along the historic corridor that is now manifested by the confluence of I-15 and I-40 (Barstow, 2013). While acknowledging and paying homage to the City’s storied past, the Spanish Trail Specific Plan looks toward the future by broadening the range of commercial, retail, entertainment, residential, open space, and cultural/historical resources available to the City’s residents and visitors.

5.11.3 METHODOLOGY FOR EVALUATING IMPACTS

This section defines the study area (i.e., affected environment) and summarizes the methodology used to analyze potential impacts concerning land use.

5.11.3.1 Definition of Study Area

The study area is the geographic boundary in which the environmental investigations were conducted specific to each resource topic.

Proposed General Plan

The study area for the proposed General Plan is the City of Barstow and its SOI; see **Figure 3-2: Local Vicinity Map**. The study area for the proposed General Plan is hereafter referred to as the “General Plan area.”

Barstow International Gateway

The land use and planning study area for the BIG Specific Plan impacts is the BIG Specific Plan area. The land use and planning study area for BIG off-site improvements is the BIG off-site improvements’ footprint, as described in **Section 3.0: Project Description**.

5.11.3.2 Methodology

Proposed General Plan

Existing land uses within the proposed General Plan area were sourced from City staff and confirmed via aerial imagery in 2023. Evaluation of potential land use impacts resulting from implementation of the proposed General Plan was based on a review of the 2015 General Plan, Barstow Code, CWP, County Code, and both aerial photographs and field review of land within and around the City. The analysis also includes consultation with City Development Services staff, County staff, and the SBLAFCO. The focus of this land use analysis is on whether any proposed changes under the proposed General Plan would conflict with any applicable land use plan, policy, or regulations adopted for the purpose of avoiding or mitigating environmental effects.

Barstow International Gateway

The baseline conditions and impact analyses are based on review of maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local and regional planning documents.

As discussed in **Section 3.0: Project Description**, BNSF proposes to submit the applications and supporting documentation for all federal, State, regional, and local permits (see **Table 3-17: BIG Permits and Approvals**) without waiving federal or State preemption principles which prevent regulation by State, regional, or local agencies.

To determine whether BIG would physically divide an established community, this analysis reviewed the CWP list of communities to determine presence of established communities within or near the BIG footprint (San Bernardino, 2020). BIG's land use analysis included review of aerial imagery and BIG's site plan to determine the potential to physically divide an established community. Specifically, the analysis considered whether BIG would construct a freeway, highway, road, or rail line that could physically separate an existing or established community.

To determine whether BIG would conflict with applicable land use plans, policies, and regulations adopted for the purposes of avoiding or mitigating an environmental effect, the analysis reviewed the following documents and sources:

- Connect SoCal 2024
- CWP (only for off-site improvements located in County)
- County Code (only for off-site improvements located in County)
- Barstow Code as applicable under the proposed BIG Specific Plan.
- Proposed General Plan land use plan, circulation plan, and applicable policies

The determination that BIG would or would not cause a significant environmental impact considered whether BIG would conflict with applicable plans, policies, and regulations adopted by regional and local agencies for the purpose of avoiding or mitigating environmental impacts. The impact conclusions consider the potential for changes in land use conditions, as well as compliance with the regulatory framework enacted to protect the environment. Conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect alone does not mean that a significant impact would occur. Instead, analysis consists of the following steps:

- Identifying applicable land use plans, policies, and regulations adopted by regional and local agencies for the purpose of avoiding or mitigating environmental impacts;
- Determining the portions of BIG that are within the jurisdictional limits of these plans, policies, and regulations;
- Determining whether those portions of BIG would conflict with the identified land use plans, policies, and regulations; and
- If BIG results in a conflict, analyze whether BIG's conflict would result in a significant environmental impact.

5.11.4 ENVIRONMENTAL SETTING

Proposed General Plan

The proposed General Plan area is in western San Bernardino County and is bordered by unincorporated County lands. Interstate 15 bisects the City in a southwest-northeast orientation, while I-40 bisects the City in an east-west direction. State Route 247 (SR-247), which runs in a north-south direction, terminates

as it intersects I-15. **Figure 3-1: Regional Vicinity Map** and **Figure 3-2: Local Vicinity Map** show the proposed General Plan area, inclusive of BIG in a regional and local context, respectively.

The 2015 General Plan proposed land use designations for land between the existing City limits and its adopted SOI. However, all land outside of the City limits is governed by the CWP and County Code. The 2015 General Plan and Barstow Code govern land within the City limits. Except for SBLAFCO Action A (which includes a portion of the BIG Specific Plan area) and SBLAFCO Action B, the proposed General Plan uses the CWP land use designations for land between the City limits and its SOI.

Existing City and County General Plan Land Use Designations

City. Existing land uses within the proposed General Plan area are composed largely of estate and single family residential, military installation, agriculture and commercial, along major transportation corridors. The General Plan area's existing land use designations under the 2015 General Plan are depicted in **Figure 3-9: 2015 General Plan Land Use Plan** and identified in **Table 3-4: Existing Land Use Designations**¹. As depicted in **Figure 3-9** and identified in **Table 3-4**, approximately 22 percent of the incorporated portion of the proposed General Plan area (i.e., current City limits) is City-designated residential, approximately one-third is City-designated employment-generating, with the remainder having various City designations intended for diverse/mixed, public, and open space uses.

County. **Figure 3-11: San Bernardino Countywide Plan Land Use Designations (Unincorporated Sphere of Influence)** identifies land use designations for land within the County. As depicted in the **Figure 3-11** and identified in the **Table 3-4**, excluding the areas under consideration for annexation, nearly 70 percent of the proposed General Plan area's unincorporated SOI area is designated open space uses; roughly 22 percent is designated low-density/estate residential uses; and the remainder has various designations intended for diverse/mixed, general industrial, and public/quasi-public uses.

Existing City and County Zoning

City. The City's existing zoning within City limits (i.e., the incorporated portion of the proposed General Plan area) is depicted in **Figure 3-10: Existing City of Barstow Zoning Map**. Approximately 24 percent of the City is currently zoned for residential uses, approximately 13 percent is currently zoned for diverse/mixed uses, approximately 12 percent is currently zoned for commercial uses, and approximately 22 percent is currently zoned for industrial uses, with the remainder having various City zones for public facilities, military facilities, and open space.

County. As depicted in **Figure 3-12: Existing San Bernardino County Zoning Map**, nearly 60 percent of the City's unincorporated SOI area is currently County zoned for resource conservation; approximately 35 percent is currently zoned for rural living, roughly 3 percent is currently zoned for floodway (Mojave River), with the remainder having various County zones for single-family and multi-family residential, institutional, commercial, and industrial uses.

¹ The City land use designations for the unincorporated SOI depicted on this figure do not in all instances directly reflect CWP land use and zoning for the same parcels.

CKH Act Prime Agricultural Land

Approximately 543 acres of SBLAFCO Action A lands qualify as Prime Agricultural Land, including approximately 236 acres under CKH Act Criteria 2 and approximately 307 acres under CKH Act Criteria 2 and 4. Further, approximately 56 acres, which qualify as meeting Criteria 4 (i.e., contain land which is currently or has historically been used for agricultural purposes), also qualify as meeting Criteria 2 (i.e., contain soils with a Storie Index rating between 80 and 100). As defined by the CKH Act, there are no lands within SBLAFCO Action B that qualify as Prime Agricultural Land.

SCAG Growth Forecasts

SCAG's Connect SoCal 2024 (2024–2050 Regional Transportation Plan/Sustainable Communities Strategy) includes SCAG's growth forecasts through 2050 (see **Section 5.13: Population and Housing** for SCAG Connect SoCal 2024 growth forecasts). As part of the Connect SoCal 2024, SCAG publishes maps that allocate Priority Development Areas, consisting of SOIs, Neighborhood Mobility Areas, Transit Priority Areas, and Livable Corridors. SCAG indicates that 66 percent of new households and 54 percent of new jobs between 2019–2050 would be in Priority Development Areas. SCAG identifies one Transit Priority Area and one Neighborhood Mobility Area within the General Plan area (SCAG, 2024).

While SCAG identified the rail station in Barstow as a Transit Priority Area, current service levels are limited to a single Amtrak train that arrives around 3:00 AM and the area is otherwise surrounded by freight operations/industrial uses. Neither the City nor other major transit operators currently run or plan to run service at a stop in the area identified as a Transit Priority Area (including High Speed Rail or Brightline West). Based on the data contained in the San Bernardino County Travel Demand Model (SBTAM+), which is consistent with Connect SoCal 2024, SCAG assumed no growth in households and 99 new jobs through 2050 in the areas overlapping the Transit Priority Area, which is a small fraction of the citywide growth by SCAG.

SCAG defines Neighborhood Mobility Areas (per the *Connect SoCal 2024 Land Use and Communities Technical Report*) based on a high density of street intersections, low-speed streets, a robust mix of residential and non-residential uses, and access to amenities. However, the area designated as a Neighborhood Mobility Area in Barstow is designated for single-family residential (up to 7 units per acre) and public uses (schools and parks). Additionally, most of the land is vacant (subdivided into 0.5- to 1.25-acre lots), and there are few existing or planned roadways. Based on the data contained in SBTAM+, SCAG assumed 17 new households and 55 new jobs through 2050 in the areas overlapping the Neighborhood Mobility Area, which is a small fraction of the citywide growth by SCAG.

The lack of substantial growth in these areas of Barstow indicates that SCAG did not prioritize its allocation of growth in these Priority Development Areas components. Accordingly, no further analysis was deemed necessary.

Barstow International Gateway Project

City and County Jurisdictional Areas

The approximately 5,000-acre BIG footprint is in the western part of the City and southwestern part of the County. The BIG footprint's County and City jurisdictional areas are summarized in **Table 3-2: Existing Jurisdictional Areas – BIG**. Under existing conditions, approximately two-thirds of the BIG footprint is within unincorporated County and one-third is within City limits.

BIG is located in the vicinity of several unincorporated North Desert communities, which include Barstow Heights, Hinkley, Hodge, Kramer Junction, Lenwood, and Red Mountain (San Bernardino, 2016).

Existing Land Uses. The BIG Specific Plan area is generally flat and gradually slopes north to the Mojave River. BIG's off-site improvement areas are generally within existing BNSF rail and City/County street rights-of-way, except for an existing stormwater channel (i.e., Lenwood Channel) and an existing Southern California Edison (SCE) substation (Tortilla Substation). The BIG Specific Plan area is primarily vacant undeveloped land, which is traversed by an existing BNSF railroad, and which contains scattered residential, commercial, and industrial land uses. This area is mostly devoid of tall vegetation and trees, with structures and other elements of the built environment scattered throughout.

The existing land uses within the BIG footprint include approximately 108 residential dwelling units, 85,887 square feet of commercial uses, and 7,837 square feet of industrial uses. Additionally, a private airstrip (Depue Airport) is within BIG's proposed solar farm footprint; see **Table 3-3: Existing Land Uses – BIG**.

Regional access to BIG is provided by Main Street from the south, I-15 from the southeast, and SR-58 from the east. Local access to BIG is primarily provided by Lenwood Road and Hinkley Road from the east and west respectively, in addition to various unpaved roads along Main Street. Regional rail access is provided from the north by BNSF's Mojave subdivision, from the west by BNSF's Cajon subdivision, and from the east by BNSF's Needles subdivision.

Surrounding Land Uses. The "surrounding" area refers to the area outside of the BIG Specific Plan area, which includes BIG off-site improvement areas. The surrounding area is primarily vacant undeveloped land containing scattered residential, commercial, and industrial land uses. Land uses surrounding the BIG Specific Plan area include:

- **North:** Vacant undeveloped land, including the Mojave River is to the north. On the north/eastern portion, there are residential and commercial uses north of the existing BNSF mainline tracks.
- **South:** Primarily vacant undeveloped land is to the south. Some low-density residential uses are south of Main Street and west of Lenwood Road. Low- and medium-density residential uses are east of Lenwood Road.
- **East:** Residential and commercial uses are to the east, north and south of the existing mainline tracks, including along Main Street. SR-58 and the existing Barstow classification yard are also to the east.

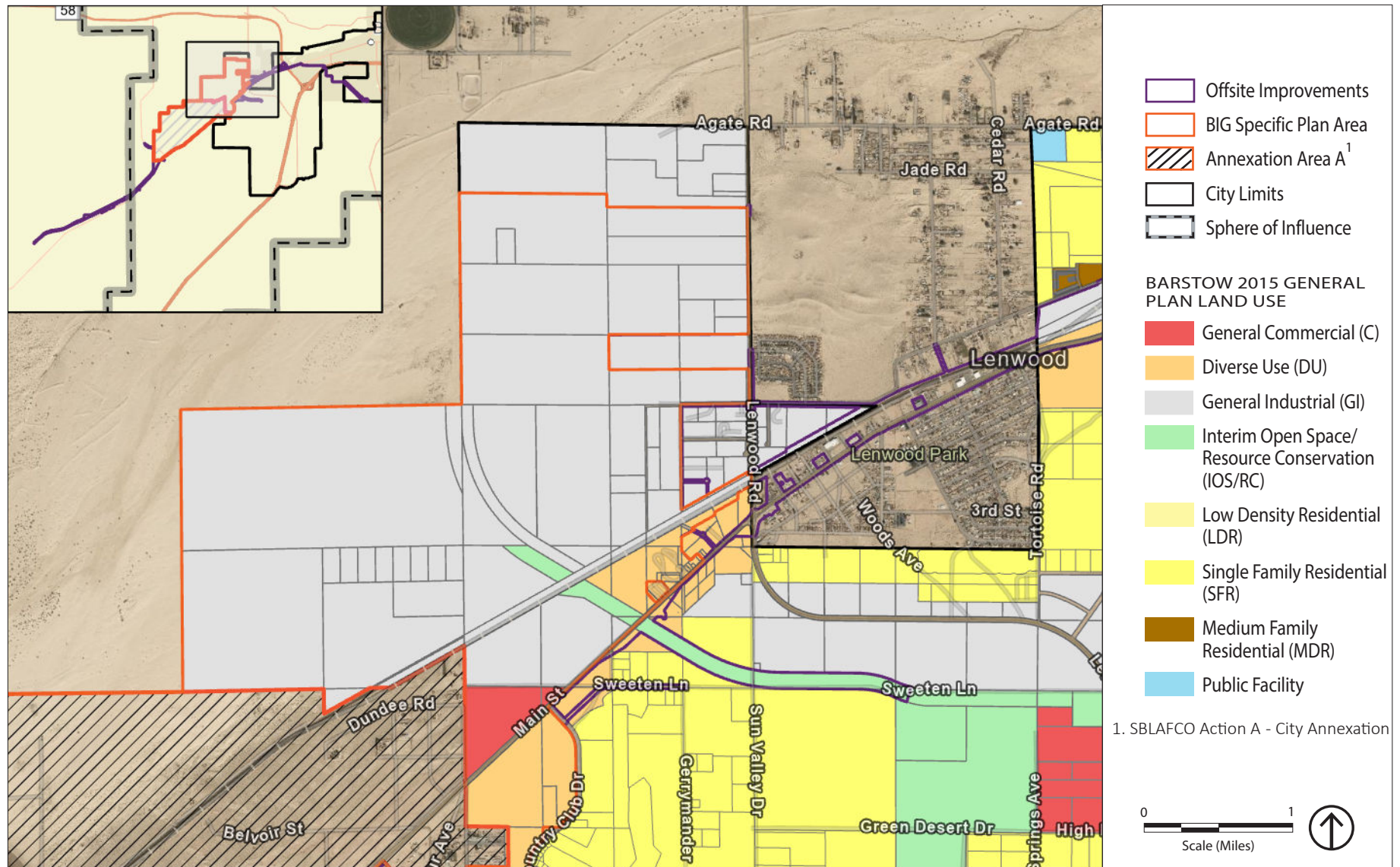
- **West:** Vacant undeveloped land, including the Mojave River is to the west. Additionally, an existing BNSF railroad line traverses the BIG footprint in a southwest to northeast direction.

Existing Land Use Designations

The BIG footprint's existing CWP and 2015 General Plan land use designations are summarized in **Table 5.11-3: 2015 General Plan Land Use Designations – BIG** and depicted in **Figure 5.11-1: 2015 Barstow General Plan Land Use Designations** through **Figure 5.11-4: San Bernardino Countywide Plan Land Use Designations - BIG Footprint (Eastern Portion)**. As identified on the table and depicted in the figures, over one-half of the BIG footprint is County designated Rural Living (RL), approximately one-third is City designated General Industrial, with the remainder having various designations.

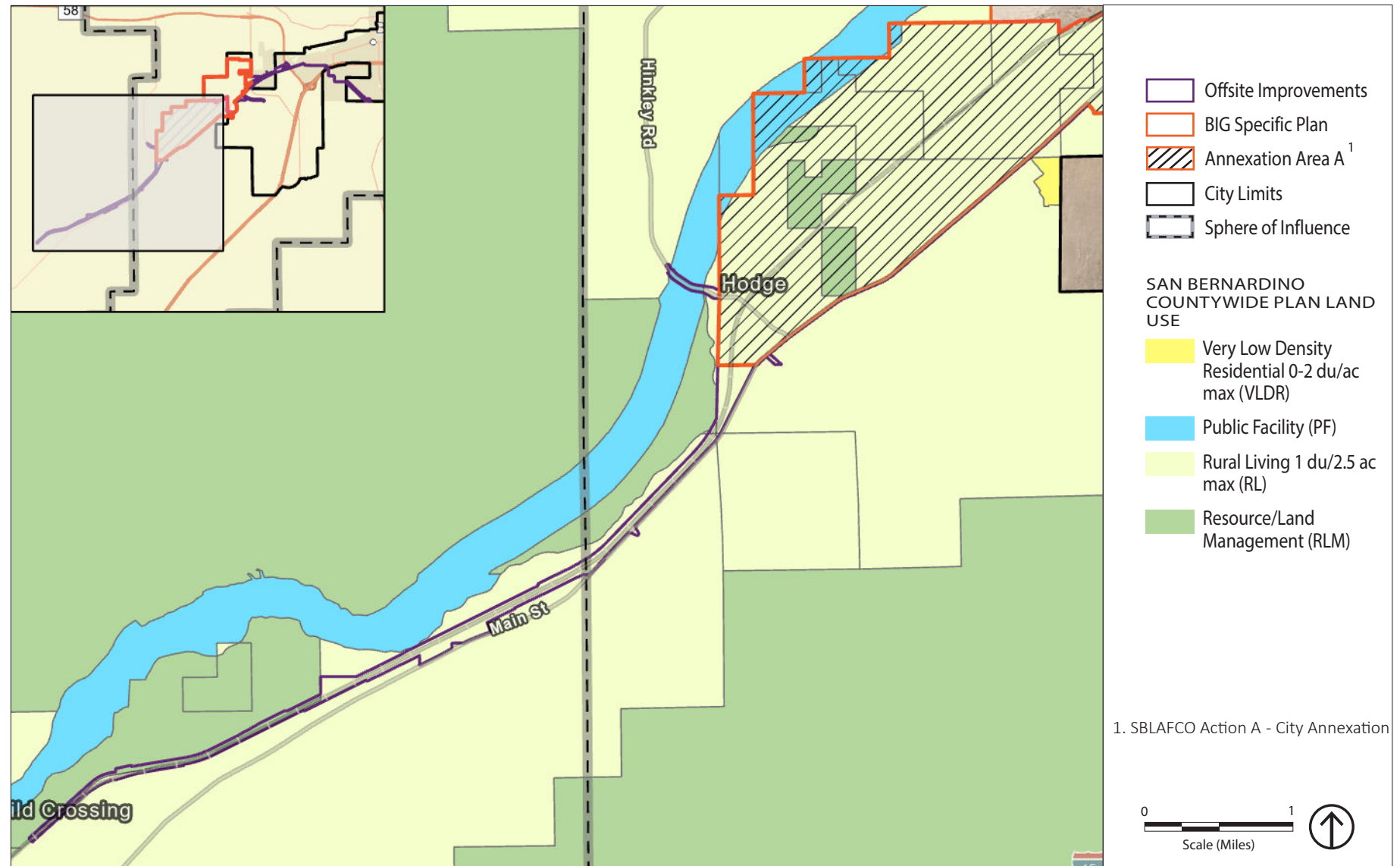
Table 5.11-3: 2015 General Plan Land Use Designations – BIG			
General Plan Land Use Designation	City (Acres)	County (Acres)	Percent of Total
COUNTY OF SAN BERNARDINO			
Specific Plan Area			
Rural Living (RL)	-	2,270	45%
Resource/Land Management (RLM)	-	210	4%
Public Facility (PF)	-	170	3%
Right-of-way	-	26	1%
Subtotal County Specific Plan Area	-	2,676	54%
Off-Site Improvement Areas			
Rural Living (RL)	-	334	7%
Very Low Density Residential (VLDR)	-	11	0%
Low Density Residential (LDR)	-	1	0%
Resource/Land Management (RLM)	-	51	1%
Public Facility (PF)	-	9	<1%
Commercial (C)	-	33	1%
Subtotal County Off-Site	-	440	9%
Total County	-	3116	62%
CITY OF BARSTOW			
Specific Plan Area			
General Commercial (GC)	39	-	1%
General Industrial (GI)	1461	-	29%
Diverse Use (DU)	128	-	3%
Flood Control – Open Space	18	-	<1%
Right-of-way	13	-	<1%
Subtotal City Specific Plan Area	1,659	-	33%

Table 5.11-3: 2015 General Plan Land Use Designations – BIG			
General Plan Land Use Designation	City (Acres)	County (Acres)	Percent of Total
Off-site Improvement Areas			
Diverse Use (DU)	14	-	<1%
General Industrial (GI)	46	-	1%
Flood Control – Open Space	36	-	1%
Low Density Residential (LDR)	5		<1%
Single Family Residential (SFR)	77	-	2%
Right-of-Way	45	-	1%
Subtotal City Off-site	223	-	4%
Total City	1882	-	38%
Total BIG	4,998		100%
Note: ¹ Sums may not total due to rounding			
Sources: County of San Bernardino. 2020b. <i>LU-1 Land Use Map</i> . https://www.barstowca.org/home/showpublisheddocument/3316/635844746903000000 . City of Barstow. 2015. <i>Land Use and Zoning Map</i> . https://www.arcgis.com/apps/webappviewer/index.html?id=f23f04b0f7ac42e987099444b2f46bc2 .			



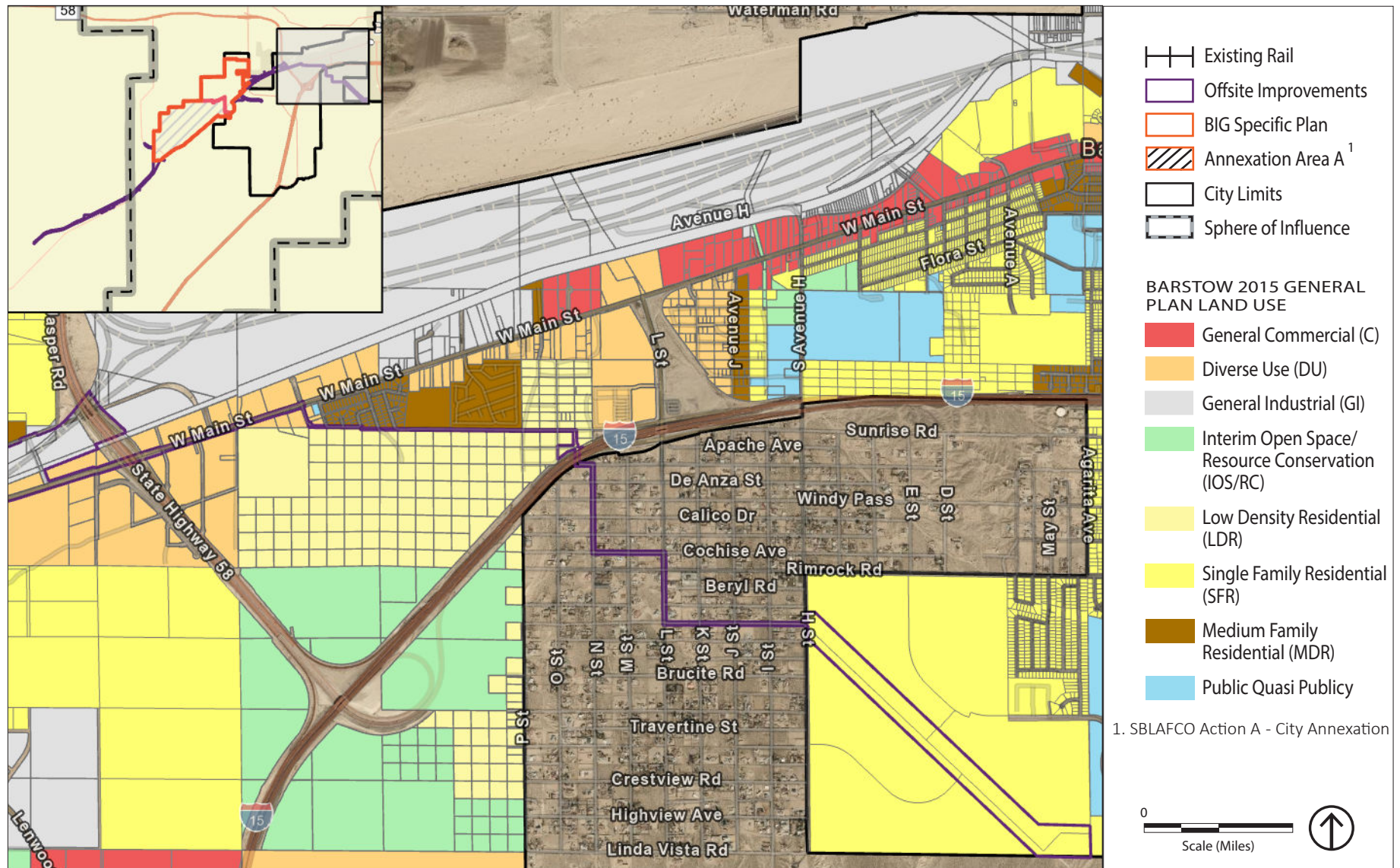
Sources:
ESRI, *World Imagery (Basemap)*, 2024; County of San Bernardino, *Y2023 PUA Cache (Aerial imagery)*, 2023;
City of Barstow, 2015, *Land Use and Zoning Map*; and City of Barstow, *LAFCO Map*, 2022.

Figure 5.11-1
2015 Barstow General Plan Land Use Designations - BIG Footprint (Western Portion)



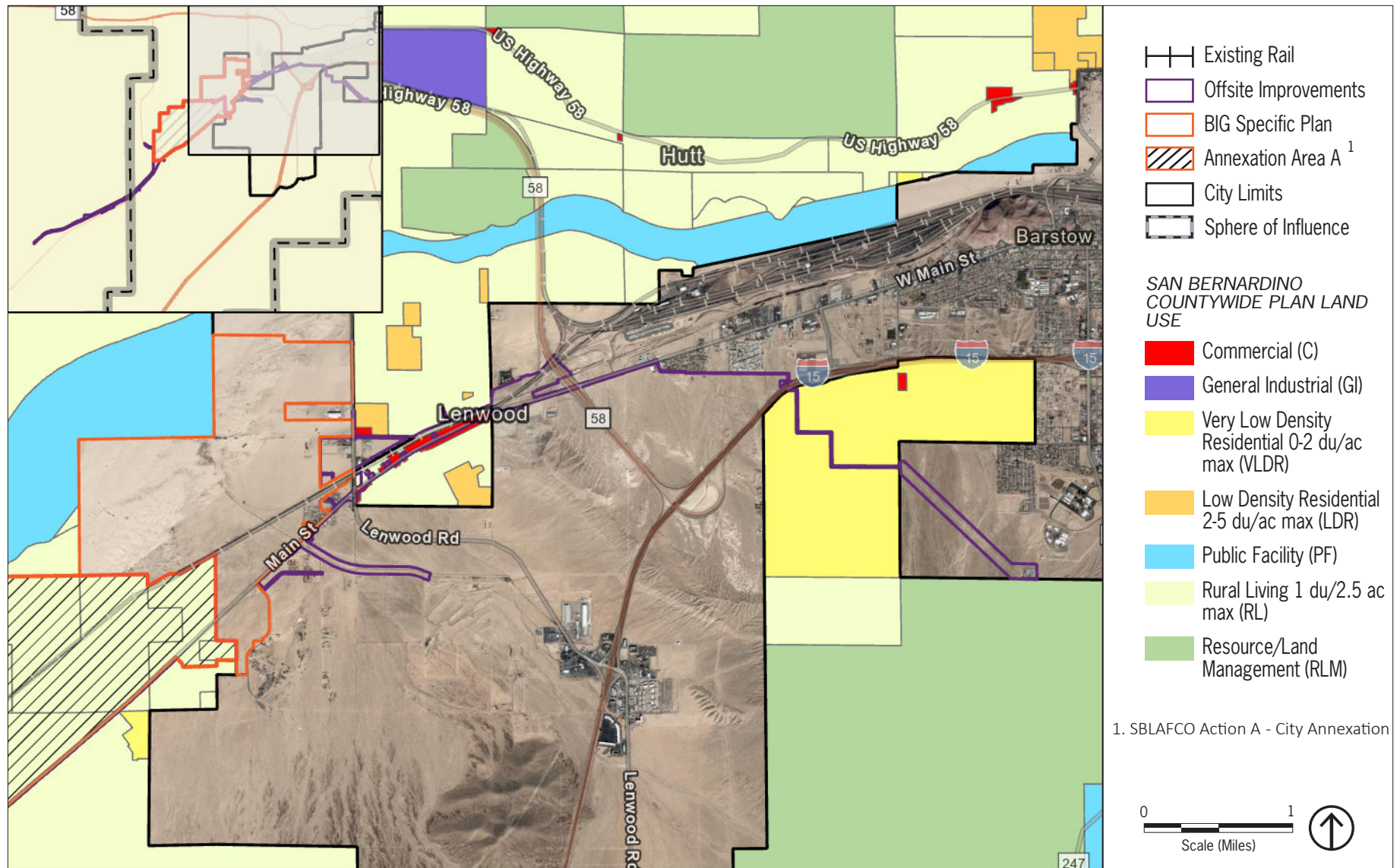
Sources:
ESRI, *World Imagery (Basemap)*, 2024; County of San Bernardino, *Y2023 PUA Cache (Aerial imagery)*, 2023;
City of Barstow, 2015, *Land Use and Zoning Map*; and City of Barstow, *LAFCO Map*, 2022.

Figure 5.11-2
San Bernardino Countywide Plan Existing Land Use - BIG Footprint (Western Portion)



Sources:
ESRI, *World Imagery (Basemap)*, 2024; County of San Bernardino, *Y2023 PUA Cache (Aerial imagery)*, 2023;
City of Barstow, 2015, *Land Use and Zoning Map*; and City of Barstow, *LAFCO Map*, 2022.

Figure 5.11-3
2015 Barstow General Plan Land Use Designations - BIG Footprint (Eastern Portion)



Sources:
County of San Bernardino, Y2023_PUA_Cache [aerial imagery], 2023.; County of San Bernardino, Cities and Towns [Data set], 2022.; County of San Bernardino, City Spheres of Influence [Data set], 2022.; County of San Bernardino, LU-1 Land Use Map [Data set], 2020.

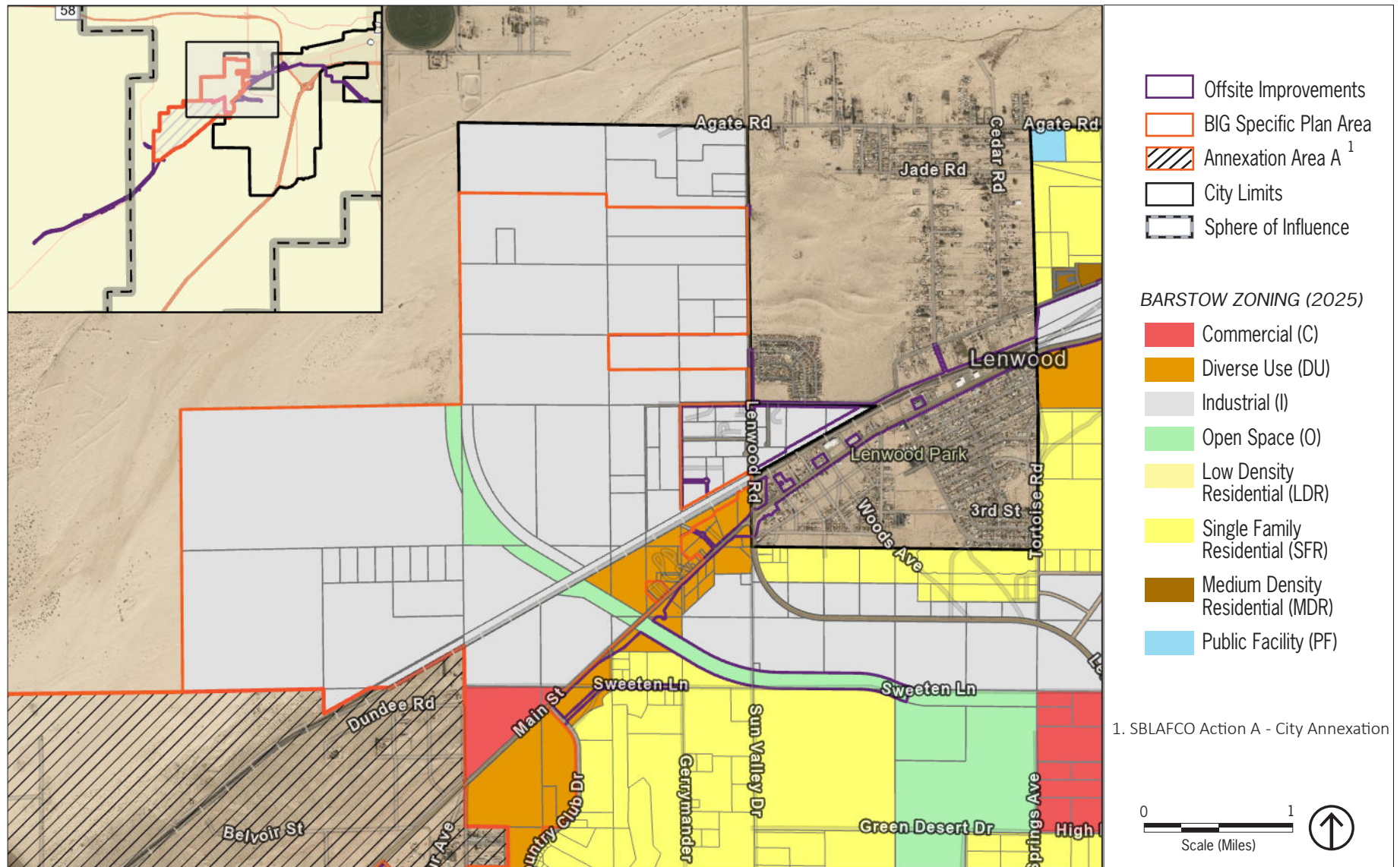
Figure 5.11-4
San Bernardino Countywide Plan Land Use Designations - BIG Footprint (Eastern Portion)

Existing Zoning

BIG footprint's existing County and City zoning is provided in **Table 5.11-4: Existing Zoning Districts – BIG**. Zoning is depicted on **Figure 5.11-5: Barstow Existing Zoning - BIG Footprint (Western Portion)** through **Figure 5.11-8: Existing County Zoning Districts - BIG Footprint (Eastern Portion)**. As noted on the table and figures, over one-half of the BIG footprint is County zoned Rural Living (RL District), approximately one-third is City zoned Industrial (I) District, with the remainder in various zones.

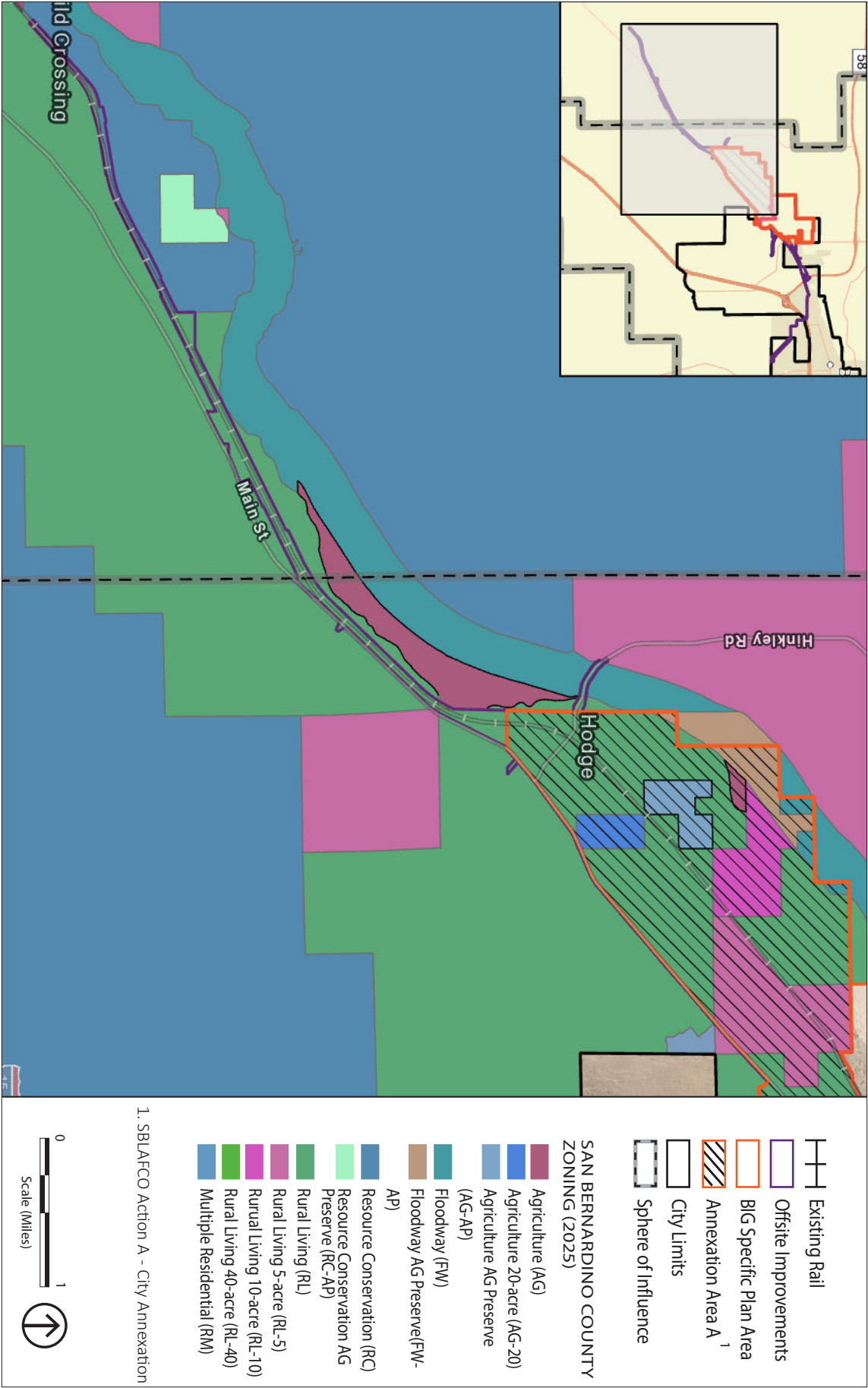
Table 5.11-4: Existing Zoning Districts – BIG			
Zoning District	City (Acres)	County (Acres)	Percent of Total
COUNTY OF SAN BERNARDINO¹			
Specific Plan Area			
Rural Living (RL, RL-5, RL-10-AP, RL-40)	-	2,270	45%
Rural Living (RL)	-	1,573	31%
Rural Living (RL-5)	-	455	9%
Rural Living (RL-10-AP)	-	218	4%
Rural Living (RL-40)	-	24	0%
Agriculture (AG, AG-20, AG-AP)	-	210	4%
Agriculture (AG)	-	20	0%
Agriculture (AG-20)	-	80	2%
Agriculture (AG-AP)	-	110	2%
Floodway (FW, FW-AP)	-	170	3%
Floodway (FW)	-	49	1%
Floodway (FW-AP)	-	121	2%
Right-of-way	-	26	1%
Subtotal County Specific Plan Area	-	2,676	54%
Off-Site Improvement Areas			
Rural Living (RL, RL-5, RL-40)	-	334	7%
Rural Living (RL)	-	330	7%
Rural Living (RL-5)	-	3	<1%
Rural Living (RL-40)	-	2	<1%
Low Density Residential (RS-1, RS-14M)	-	12	<1%
Single Residential (RS-1)	-	11	<1%
Single Residential (RS-14M)	-	1	<1%
Agriculture (RC)	-	51	1%
Resource Conservation (RC)	-	51	1%
Floodway (FW)	-	9	<1%
Commercial (CN, CR)	-	33	<1%
Neighborhood Commercial (CN)	-	1	<1%
Rural Commercial (CR)	-	32	1%

Table 5.11-4: Existing Zoning Districts – BIG			
Zoning District	City (Acres)	County (Acres)	Percent of Total
Subtotal County Off-site	-	440	9%
Total County	-	3,116	62%
CITY OF BARSTOW			
Specific Plan Area			
Commercial (C)	39	-	1%
Industrial (I)	1434	-	29%
Diverse Use (DU)	128	-	3%
Open Space (O)	45	-	1%
Right-of-way	13	-	<1%
Subtotal City Specific Plan Area	1659	-	33%
Off-Site Improvements			
Diverse Use (DU)	8	-	<1%
Industrial (I)	52	-	1%
Open Space (O)	36	-	1%
Low Density Residential (LDR)	5	-	<1%
Single Family Residential (SFR)	14	-	<1%
Right-of-Way	45	-	1%
Subtotal City Off-site	223	-	4%
Total City	1,881	-	38%
Total BIG	4,925		100%
Note: ¹ Sums may not total due to rounding			
Sources: City of Barstow. 2015. <i>Land Use and Zoning Map</i> . https://www.barstowca.org/home/showpublisheddocument/3316/635844746903000000 . County of San Bernardino. 2020b. <i>LU-1 Land Use Map</i> . https://www.arcgis.com/apps/webappviewer/index.html?id=f23f04b0f7ac42e987099444b2f46bc2 .			



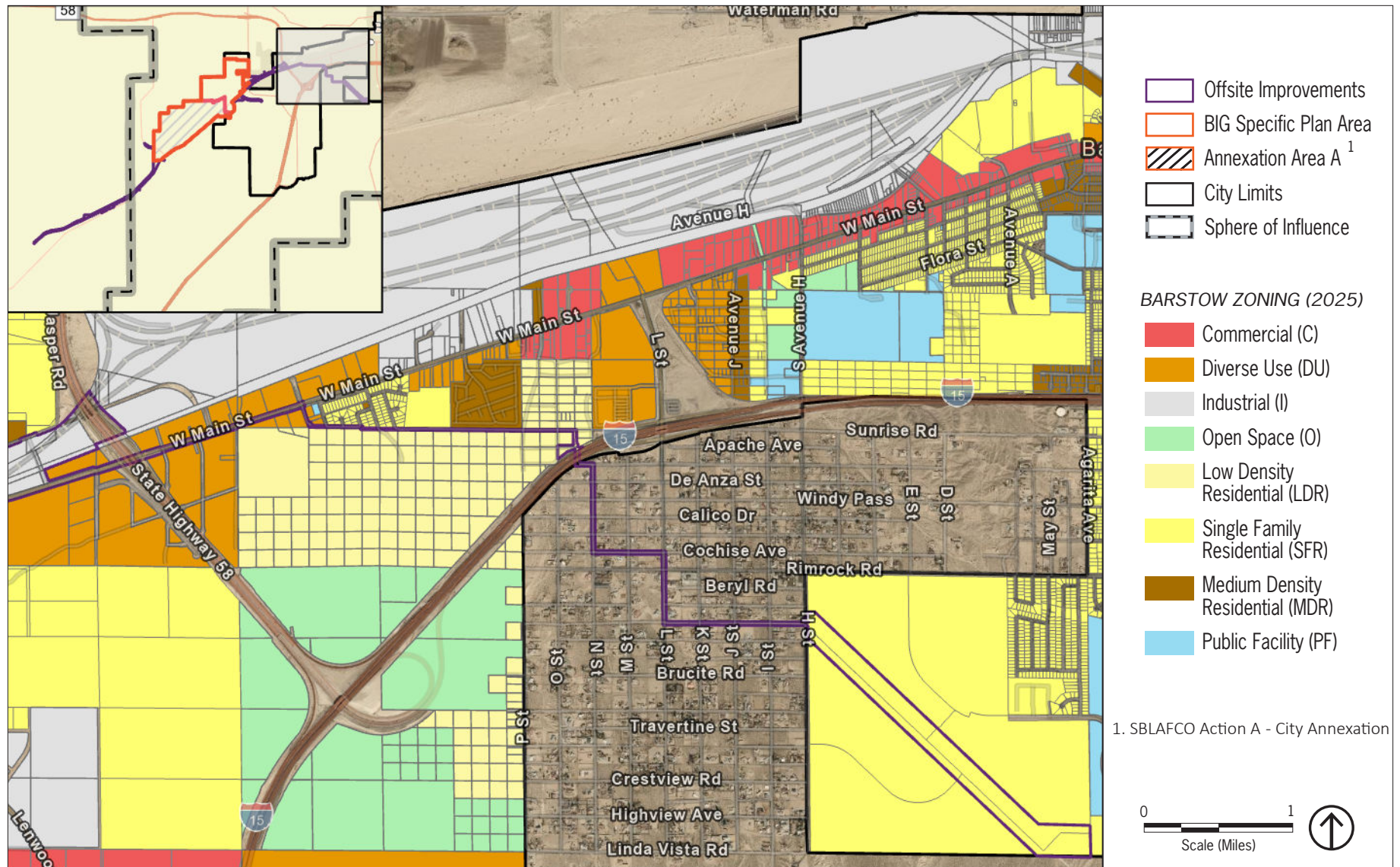
Sources:
County of San Bernardino, Y2023_PUA_Cache [aerial imagery], 2023.; County of San Bernardino, Cities and Towns [Data set], 2022.; County of San Bernardino, City Spheres of Influence [Data set], 2022.; City of Barstow, Land Use and Zoning Map, 2015.

Figure 5.11-5
Barstow Existing Zoning – BIG Footprint (Western Portion)



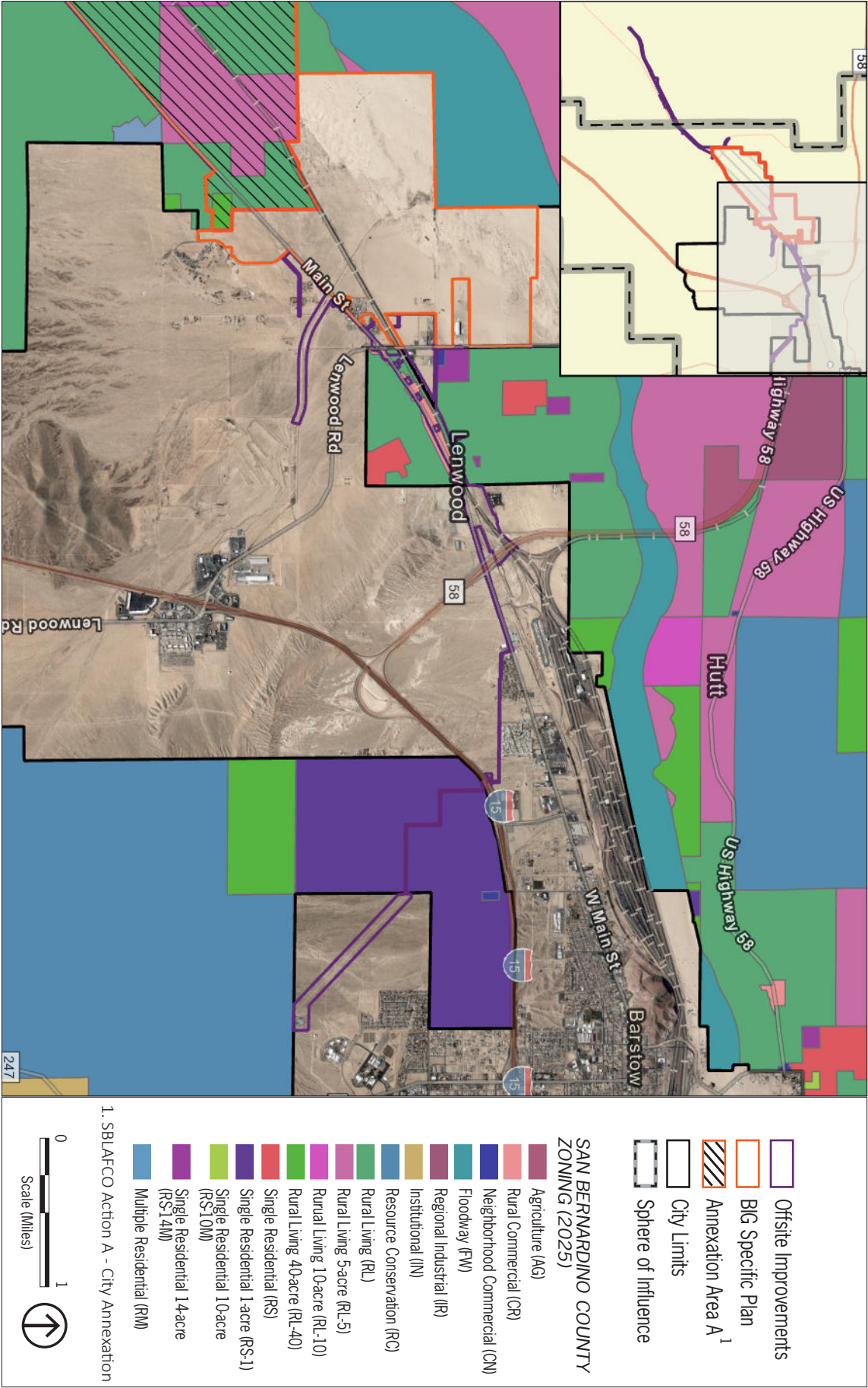
Sources:
ESRI, *World Imagery (Basemap)*, 2024; County of San Bernardino, *Y2023 PUA Cache (Aerial imagery)*, 2023;
City of Barstow, 2015, *Land Use and Zoning Map*; and City of Barstow, *LAFCO Map*, 2022.

Figure 5.11-6
San Bernardino County Existing County Zoning – BIG Footprint (Western Portion)



Sources:
County of San Bernardino, Y2023_PUA_Cache [aerial imagery], 2023.; County of San Bernardino, Cities and Towns [Data set], 2022.; County of San Bernardino, City Spheres of Influence [Data set], 2022.; City of Barstow, Land Use and Zoning Map, 2015.

Figure 5.11-7
Barstow Existing Zoning – BIG Footprint (Eastern Portion)



Sources:
County of San Bernardino, Y2023 PUA, Cache [aerial imagery], 2023.; County of San Bernardino, Cities and Towns [Data set], 2022.; County of San Bernardino, City Spheres of Influence [Data set], 2022.; County of San Bernardino, Land Use Zoning Districts [Data set], 2022.

5.11.5 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

State CEQA Guidelines **Appendix G: Environmental Checklist Form**, includes questions concerning land use and planning. The issues presented in the Environmental Checklist Form have been used to formulate thresholds of significance in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- **Impact 5.11-1:** Physically divide an established community.
- **Impact 5.11-2:** Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted by an agency with jurisdictional authority over the project, for the purpose of avoiding or mitigating an environmental effect.

It is noted, both San Bernardino County and SBLAFCO will use this EIR to act on portions of the Project. Specifically, BIG's off-site improvements would remain within unincorporated County lands, thus, requiring specific County actions; see **Section 3.0: Project Description**. In addition, SBLAFCO must act upon the City's request for reorganization in SBLAFCO Action A (which includes a portion of the BIG Specific Plan area) and reorganization in SBLAFCO Action B; see **Appendix 5.11 GP-1**. While neither the County nor SBLAFCO have land use authority over the City, County policies and standards and SBLAFCO goals are considered in this EIR to facilitate their deliberations concerning the proposed Project.

SCAG prepares regional growth projections to help inform the provision of regional transportation improvements. SCAG's projections for the City do not include BIG and could not have envisioned a project that would provide the growth projected by BIG as analyzed in this EIR. SCAG planning is updated periodically, and the next update will likely include BIG. As with the County and SBLAFCO, SCAG does not have land use authority and goals provided in this section are intended as informational.

5.11.6 PROJECT IMPACTS AND MITIGATION MEASURES

Applicable Proposed General Plan Policies

This section lists the proposed General Plan policies, which would serve to avoid or reduce environmental impacts concerning land use and planning.

Land Use Element

- **Policy LU-1.1 Land use compatibility.** Require that new development be located, buffered, and designed to avoid or reduce (to an acceptable level), negative impacts on existing conforming uses and adjacent neighborhoods. Require that new residential development be located, buffered, and designed so as to not hinder the economic viability and continuity of areas planned for nonresidential uses. [EJ-P/AQ]
- **Policy LU-1.2 Land Use Map consistency.** Proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Designation), to be generally compatible and consistent with surrounding land uses. Additional site, building, and landscape design treatment, per other policies in the General Plan and development standards in the Barstow Code, may be required to further enhance compatibility with surrounding land uses.

- **Policy LU-1.3 Military coordination on land use and operations.** Coordinate with Marine Corps Logistics Base Barstow to ensure compatible land uses in areas where military operations could affect public health and safety, or where civilian activities could have an impact on current or future military operations.
- **Policy LU-1.4 Nonresidential west of 15/58.** Plan and prioritize undeveloped areas west of Highway 58 and Interstate 15 for non-residential uses to promote land use compatibility, protect and enhance residential neighborhoods, and maintain the viability of commercial and industrial businesses for the community's present and future economic viability. [EJ-P/AQ]
- **Policy LU-1.5 Industrial amendments.** Prohibit amendments to the Land Use Map for Industrial within Central Barstow, which is where the vast majority of Barstow residents live, shop, recreate, worship, and go to school. Permit amendments to the Land Use Map for General Industrial within 500 feet of the Lenwood community only when associated with a specific plan that includes appropriate buffering. [EJ-P/AQ]
- **Policy LU-1.6 Sphere of influence.** Coordinate with the County to ensure that any future development that is approved by the County in the City's sphere of influence (SOI) is compatible with existing development in Barstow's incorporated boundaries, planned land uses as identified in the City's General Plan, adopted pre-zoning and specific plans that are within the City's SOI, and planned roadway, utility, and other infrastructure.
- **Policy LU-1.7 Civil engagement on amendments.** Establish and implement procedures and protocols for General Plan amendments that ensure transparency and enable community members to meaningfully participate in the decision-making process. [EJ-CE]
- **Policy LU-2.1 Balanced mix of land uses.** Plan for and maintain a balanced mix of high quality land uses to ensure a range of residential options, fiscal sustainability, and convenient access to shops, restaurants, services, and well-paid jobs.
- **Policy LU-2.2 Annexation.** Support the annexation of lands that would provide a fiscal benefit to the City and promote the economic prosperity of Barstow residents.
- **Policy LU-2.3 Concurrent infrastructure and services.** Approve development only when necessary infrastructure and services will be available and provided prior to or concurrent with occupancy.
- **Policy LU-2.4 Medical professionals and services.** Facilitate housing and employment growth in order to expand the local service population that can attract and support a variety of high quality medical professionals and services. [EJ-PF]
- **Policy LU-2.5 Fiscal impact of new development.** Require new development to pay its fair share for necessary infrastructure, services, and on- and off-site capital and infrastructure improvements. Require amendments to the General Plan to include an analysis of the fiscal impact and discourage amendments that would not have a fiscally neutral or positive impact on the City budget.
- **Policy LU-2.6 Financing mechanisms.** Require new development to employ special assessment districts and other financing mechanisms for improvements to and expansions of existing public

services and infrastructure (including capital costs and ongoing operations and maintenance), when necessary to maintain fiscal neutrality. Explore opportunities to establish financing mechanisms to improve public services and infrastructure in existing neighborhoods or districts.

- **Policy LU-2.7. County development.** Coordinate with the County to establish and implement fees that address fair share impacts of development in unincorporated areas on City roadways, infrastructure, and public services.
- **Policy LU-3.1 Route 66 Main Street.** Enhance the visibility and tourism value of Barstow's Route 66 Main Street in the downtown, with a focus on the promotion of cultural and historic resources.
- **Policy LU-3.2 Downtown design and land use.** Promote building and site designs that facilitate a walkable, experience-oriented atmosphere in the downtown. Encourage a mix of land uses that provide the opportunity to live, work, shop, and eat during the day and/or night.
- **Policy LU-3.3 Downtown events and spaces.** Design and program the public rights-of-way along and intersecting with Main Street in the downtown to facilitate periodic events that support community and tourism-generating events.
- **Policy LU-4.1 Design and maintenance.** Enhance the sense of identity and increase the feeling of pride among residents, business owners, employees, and visitors by encouraging excellent physical design and continual property maintenance and improvements.
- **Policy LU-4.2 Proactive code enforcement.** Proactively enforce provisions of the Municipal Code and conditions of approval, especially those related to property maintenance and the abatement of public nuisances.
- **Policy LU-4.3 Public amenities and facilities.** Protect and improve public parks, trails, open space areas, public plazas, historical assets, and public facilities to define and enhance the City's quality of life. [EJ-PF/PA]
- **Policy LU-4.4 Healthy food options.** Collaborate with public agencies, the development community, community-based organizations, and existing businesses to establish and/or maintain commercial and quasi-public spaces that support the availability of healthy food options. [EJ-FA]

Housing Element

- **Policy H-1.1** Provide a variety of residential development opportunities in the City, through zoning and land use designations, which permit housing to meet the needs of current and future residents.
- **Policy H-2.3** Pursue removal of abandoned substandard housing in flood-prone areas and limit and discourage housing development in areas subject to significant geologic, flooding, blow sand, noise, and fire hazards.
- **Policy H-3.2** Facilitate high-quality design in development to ensure land use compatibility and the health and safety of residents through methods such as appropriate setbacks and buffers, and to discourage housing in areas prone to natural hazards.

- **Policy H-3.3** Encourage lower income and mixed-income housing production in areas served by infrastructure, public transit, recreation, quality schools, shopping, and services, and in proximity to employment.
- **Policy H-3.4** Maintain the provision of needed capital improvements, such as parks, water and service infrastructure, and public safety services that are essential to quality of life.
- **Policy H-3.6** Improve the health of residential neighborhoods by addressing and remediating environmental contamination, installing active transportation improvements, protecting residents from noise, and maintaining water quality. [EJ-SH/PF/P/AQ]

Public Facilities and Services Element

- **Policy PFS-1.1 Reliable access to water.** Require new lots that are within 200 feet of existing water service to be connected to an urban water supplier or County-regulated public water system to ensure a clean and resilient supply of potable water, even during cases of prolonged drought.
- **Policy PFS-1.4 Sewer system connection.** Require new lots that are within 200 feet of existing sewer service and/or smaller than one-half acre to be served by a sewer system. Sewer service may be required for larger lot sizes depending on local soil and groundwater conditions.
- **Policy PFS-1.5 Sewer system maintenance and improvements.** Monitor, maintain, and make sewer system improvements as necessary to ensure safe, reliable, and cost-effective wastewater collection and treatment facilities.
- **Policy PFS-1.7 Flood control.** Maintain the local storm drain system to convey a 100-year storm and collaborate with the San Bernardino County Flood Control District and other state and federal agencies to maintain regional flood-control infrastructure to minimize flood damage.
- **Policy PFS-2.3 Well-paid jobs.** Attract and retain businesses that provide well-paid jobs suited to the labor force residing in Barstow.
- **Policy PFS-2.7 Scholastic achievement and planning.** Advocate for the continued pursuit of academic excellence and coordinate on the location of schools and facility improvements with public school and community college districts.
- **Policy PFS-2.9 Access to healthcare.** Collaborate with the Barstow Community Hospital and other medical service providers to improve access to high quality, affordable healthcare and to maintain and attract a skilled workforce.

Circulation and Mobility Element

- **Policy CM-1.1 Level of service.** Strive to maintain a citywide level of service (LOS) standard not exceeding LOS D for roadways and LOS C for City-controlled intersections for weekday peak. Allow LOS D for intersections in the downtown in recognition of the built-out nature and desire for lower speeds for safety (motorist, bicyclist, or pedestrian), and greater business exposure.
- **Policy CM-1.2 Regional network.** Support the development of regional transportation facilities that ensure the safe and efficient movement of people and goods between the city and outside

areas, accommodating regional travel demands while minimizing adverse transportation impacts on Barstow residents and businesses.

- **Policy CM-1.3 Interagency coordination.** Coordinate with the County and other local, regional, state, and federal agencies on long-term plans, proposed development projects, and capital improvements while minimizing adverse traffic impacts on Barstow residents and businesses.
- **Policy CM-1.4 Traffic management.** Utilize intelligent transportation systems and research changing trends in mobility to more efficiently and safely move people and vehicles while managing motor vehicle speeds.
- **Policy CM-1.6 Fair share of transportation improvements.** Require new development to pay a fair share of needed transportation improvements based on a project's impacts on the City's motorized and non-motorized transportation networks.
- **Policy CM-1.7 Bridges and rail crossings.** Coordinate with regional, state, and federal agencies as well as BSNF to provide and maintain multiple options for vehicles to safely cross the Mojave River and railway facilities, even during 100-year flooding and seismic events.
- **Policy CM-1.8 Future improvements.** Incorporate a new I-15 overcrossing and interchange into long-term local and regional transportation planning to alleviate future congestion at the Lenwood interchange.
- **Policy CM-2.1 Pedestrian Network.** Establish and maintain pedestrian walkways that promote safe and convenient travel to transit stops and between residential and commercial areas, schools, parks, recreation facilities and other key destination points. [EJ-PA]
- **Policy CM-2.5 Downtown Barstow.** Enhance the public realm to create a pedestrian- and transit-friendly environment along and connecting to Main Street between Otis and 7th Avenues.
- **Policy CM-2.7 Public space and networks.** Leverage public rights-of-way, easements, and other public spaces to maintain and expand bicycle and pedestrian networks. [EJ-PF]
- **Policy CM-2.10 VMT reduction.** Promote new development and transportation demand management (TDM) strategies that will reduce household and employment vehicle miles traveled (VMT). Prioritize the implementation of TDM strategies over the expansion of roadway capacity.
- **Policy CM-3.1 Truck routes.** Maintain a network of City truck routes that provides for the safe and efficient transport of goods while minimizing negative impacts on local circulation, noise-sensitive land uses, and sensitive receptors.
- **Policy CM-3.2 Truck parking.** Require new truck-intensive land uses to design and incorporate space and facilities in order to reduce truck parking and idling in the public rights-of-way (ROWs); exceptions may be allowed for portions of ROWs entirely surrounded by land designated as General Industrial. Prohibit truck parking except on property designated for General Industrial or General Commercial along Interstate 15 south of State Route 58. [EJ-P/AQ]

- **Policy CM-3.3 Train facilities.** Support improvements to roadways and rail facilities that increase the efficiency of goods movement; enhance the safety of rail operations, motor vehicles, and non-motorized modes of mobility; and limit noise and vibration impacts on sensitive land uses.

Safety Element

- **Policy S-1.1 Hazard planning.** Regularly update and incorporate by reference into the General Plan a Local Hazard Mitigation Plan and participate in regional and statewide emergency preparation efforts.
- **Policy S-1.3 Building design and location.** Require new development to design and build in accordance with current standards for seismic, landslide, fire, and flood safety. Encourage building designs and locations that reduce exposure of structures and occupants to natural hazards, including windblown sand, and enable occupants to shelter in place during disasters.
- **Policy S-1.4 Utility hardening.** Coordinate with service providers to ensure that new utilities are designed to accommodate ground settlement and to be resilient to risks associated with flood, high wind, blow sand, seismic, and fire events. Encourage retrofitting of existing utilities to improve resilience and ensure that utilities remain operational during emergencies.
- **Policy S-1.6 Critical facilities in flood and earthquake zones.** Prohibit the construction of new critical facilities and hazardous materials uses within mapped 100- or 200-year flood zones and Alquist-Priolo Fault Zones unless a proposed location is otherwise necessary and alternative locations are infeasible. If new critical facilities must be constructed in these areas, require that they be designed to include structural and site design elements that go beyond current building code requirements that further harden the facilities/uses against flooding and seismic events.
- **Policy S-1.7 New development in flood zones.** Discourage new development in mapped 100-flood zones unless proposed development incorporates floodproofing construction materials, techniques, and/or site designs. Encourage new development to employ site designs that elevate buildings out of mapped 200-year flood zones.
- **Policy S-1.8 Existing development in flood zones.** Encourage existing development in mapped 100-, 200-, and 500-year flood zones to implement retrofits that harden structures against flood damage through appropriate construction materials, techniques, and/or site designs.
- **Policy S-1.9. Flood zone mapping.** Require new development projects that are within 500 feet of a mapped 100-year flood zone and involve the subdivision of land to confirm or map new 100-year and 200-year flood zones for the proposed project area and surrounding 500 feet. This requirement shall also apply to new development east of Higgins Road and south of Rimrock Road.
- **Policy S-1.10 New development in seismic and geologic hazard zones.** Discourage new development in Alquist-Priolo Fault Zones, and liquefaction, subsidence, and landslide hazard zones to the extent feasible. For development that does occur in these areas, require submittal of a geotechnical report and ensure that measures are incorporated into the project design to reduce risks to an acceptable level. Prohibit the construction of new critical facilities in these areas.

- **Policy S-1.11 Seismic safety retrofits.** Encourage efforts to seismically retrofit existing structures, prioritizing structures constructed prior to 1980, structures in the Alquist-Priolo Fault Zone, and homes of low-income households.
- **Policy S-1.12 Wind and blow sand.** Require the incorporation of wind barriers, architectural features, and/or drought-resistant ground coverage in new development site designs to substantively reduce dust, erosion, and structural damage from windblown sand.
- **Policy S-2.1 Resilient public facilities.** Require new critical and public facilities to be located and designed to operate during, minimize their exposure to, and susceptibility to damage from flooding, seismic and geological effects, and urban fires. Retrofit existing City facilities and encourage existing private facilities to be retrofitted to remain operational during an emergency.
- **Policy S-2.5 Emergency access and evacuation.** Require that new development have at least two ingress and egress routes that are designed to provide unencumbered access for emergency vehicles and remain accessible and functional in the event of a natural hazard event or emergency.
- **Policy S-2.6 Hazards and evacuation planning.** Incorporate information about flood, landslide, subsidence, and liquefaction hazard areas, and risks associated with cargo spills into local evacuation planning and identify potential alternative routes should key evacuation routes be blocked or damaged by these hazards.
- **Policy S-2.7 Community resilience centers.** Partner with other public entities and new development to retrofit existing and design new public community facilities that can serve as resilience centers, especially during extreme heat and poor air quality conditions. Ensure such centers are equitably distributed throughout Barstow and have air-conditioned indoor space, clean indoor air, permanent shaded areas, proper hydration supplies, and resilient power supply. [EJ-AQ, PF]
- **Policy S-2.8 Healthy, resilient, and efficient buildings.** Encourage and pursue funding for improvements to existing residential and nonresidential buildings consistent with the latest state building code requirements for indoor air quality; energy efficiency; energy storage; disaster and severe weather resilience; and solar power. As funding is obtained, prioritize improvements for buildings that are both within 500 feet of a freeway or railroad and intended for use by residents or employees for at least eight hours a day. [EJ-AQ, SH]
- **Policy S-2.9 Urban heat reduction.** Encourage the use of shade-producing trees and structures that reduce ambient air temperatures and heat radiance from buildings, parking lots, and other impermeable surfaces.
- **Policy S-3.1 Hazardous materials siting.** Prohibit the development of new hazardous waste facilities within the mapped 100-, 200-, and 500-year flood hazard areas and Alquist-Priolo Fault Zones. Require uses within mapped 100- and 200-year floodplains that produce, contain, or store hazardous materials to employ building and site design features that go beyond current building code requirements that further harden the facilities/uses against flooding and seismic events.
- **Policy S-3.2. Pipelines and electrical transmission lines.** Require new development to incorporate appropriate site designs that are consistent with easements for major natural gas transmission or

hazardous liquid pipelines. Prohibit the development of new hazardous waste facilities within such easements. For new development within 500 feet of such easements, require hazardous materials storage areas to be located as far from these pipelines and electrical transmission lines as possible.

- **Policy S-3.4 Hazardous material disposal.** Work with local waste handlers to ensure the safe disposal of hazardous materials and limit the exposure of hazardous materials to the community.
- **Policy S-3.5 Hazardous materials transport.** Encourage the transport of hazardous materials via the safest available method for each material, avoiding populated areas and areas subject to natural hazards whenever appropriate.
- **Policy S-4.1 Land use compatibility.** Approve development in a manner that ensures existing and future land use compatibility, taking into consideration periodic, and impulsive noise and vibration impacts of business operations.
- **Policy S-4.2 New residential.** When new residential development is proposed adjacent to land designated for industrial or commercial uses, require the proposed project to assess the potential noise and vibration impacts and implement feasible and appropriate measures.
- **Policy S-4.3 New nonresidential.** When new nonresidential development is proposed adjacent to land designated for residential uses, require the proposed project to assess the potential noise and vibration impacts and implement feasible and appropriate measures.
- **Policy S-4.4 Control sound at the source.** Prioritize feasible and appropriate noise measures that control sound and vibration at the source before buffers, soundwalls, and other perimeter measures.
- **Policy S-4.5 Transportation noise.** Minimize potential transportation noise through proper roadway design, coordination of commercial vehicle routing, and other feasible and appropriate traffic control or abatement measures.
- **Policy S-4.6 Industrial proximity.** Discourage new residential or other uses sensitive to noise and/or vibration within 200 feet of existing or planned railroad, mining, or industrial processing operations. Require new development of vibration-sensitive uses in areas within 200 feet of railroad operations to evaluate for indoor vibration levels and mitigate any exceedances of the Federal Transit Administration vibration-annoyance and damage criteria.

Open Space and Conservation

- **Policy OSC-1.3 Joint-use facilities.** Pursue opportunities to use public utility easements, and other quasi-public areas for recreational uses and playfields.
- **Policy OSC-1.4 Floodplain park planning.** Coordinate with public and private entities to design and use land in the 100-year and 500-year floodplain to serve as either active public park or passive public recreation spaces.
- **Policy OSC-1.5 Open space linkages.** Establish and maintain pedestrian and bicycle networks that link open space and recreation facilities.

- **Policy OSC-2.1 Regional coordination on open space.** Coordinate with public agencies and nongovernmental entities to create permanent open space areas that protect natural resources and/or function as a buffer against natural hazards or between incompatible land uses.
- **Policy OSC-2.2 Residential clustering.** Encourage new residential development to cluster housing units in order to reduce the consumption of undeveloped land, maximize open space, preserve natural and scenic resources, conform to natural topography/grade, and/or reduce exposure of structures to natural hazards.
- **Policy OSC-2.3 Land swaps.** Coordinate with public agencies and nongovernmental entities to pursue land swaps in order to grow responsibly and sustainably manage and conserve open space and natural resource areas.
- **Policy OSC-2.4 Agricultural uses and resources.** Allow indoor agriculture provided it is appropriately buffered for noise and odor from existing and planned residential uses, parks, schools, and public health facilities. Discourage commercial outdoor agricultural uses within city limits.
- **Policy OSC-3.1. Sensitive land uses.** In approving development, designing roadways, and designating truck routes, consider guidance from the California Air Resources Board, provisions of state law, and transportation efficiency when determining the appropriate separation between sensitive receptors and mobile and stationary sources of air pollution. Include design features and other measures as necessary and feasible to reduce or avoid exposure of existing and planned future sensitive receptors to air pollution levels that exceed state and federal standards. [EJ-AQ]
- **Policy OSC-3.4 Fugitive dust emissions.** Coordinate with the Mojave Desert Air Quality Management District and apply requirements for dust control plans, revegetation, and soil compaction to prevent fugitive dust emissions.
- **Policy OSC-4.1 Sustainable water supply.** Collaborate with the state, regional water quality control boards, watermasters, water purveyors, military, and other entities to ensure a safe and sustainable supply of drinking water.
- **Policy OSC-4.2 Groundwater management.** Collaborate with the Mojave Water Agency to ensure the sustainable management of groundwater basins.
- **Policy OSC-4.3 Groundwater recharge.** Encourage new development to install stormwater management facilities that facilitate groundwater recharge, particularly for properties in proximity to the Mojave River.
- **Policy OSC-4.4 Stormwater and urban runoff.** Require site design and operational procedures that reduce, treat, and capture stormwater and urban runoff comply with state and federal requirements to protect groundwater and the natural environment.
- **Policy OSC-4.5 Natural features.** Encourage the use of existing natural features to serve as stormwater management and groundwater recharge facilities, particularly when the retention of such features would create meaningful open space for people, high-value habitat, and/or protected wildlife.

- **Policy OSC-4.6 Military coordination on water supply and quality.** Collaborate with the military to prevent groundwater contamination and stormwater runoff both from and onto military facilities. Coordinate long-term planning efforts to avoid or minimize impacts on military training and operations from inadequate groundwater supply.
- **Policy OSC-5.1 State and federal regulations.** Implement state and federal regulations regarding protected species of animals and vegetation through the development review, entitlement, and environmental clearance processes.
- **Policy OSC-5.2 Coordination to protect resources.** Coordinate with public and nongovernmental agencies to protect high value habitat and protected wildlife through the establishment, restoration, and conservation of high-value habitat areas.
- **Policy OSC-5.3 Land banking.** Support the proactive assemblage of lands to protect high-value habitat and protected wildlife and facilitate development through private or public mitigation banking or other appropriate conservation measures. Require public and private conservation lands or mitigation banks to ensure that easement and fee title agreements provide funding methods sufficient to manage the land in perpetuity.
- **Policy OSC-5.4 Corridors.** Coordinate with public and nongovernmental agencies to plan, design, and maintain drainage channels and utility easements to provide wildlife corridors and connectivity between open space areas in the community and surrounding desert.
- **Policy OSC-5.5 New development.** Require new development to minimize impacts to existing high-value habitat and protected wildlife to the extent practicable. Require revegetation of disturbed natural habitat areas with native or drought-tolerant noninvasive naturalized species.
- **Policy OSC-5.6 Federal lands.** Require that new development satisfy habitat conservation responsibilities without shifting conservation responsibilities onto military property or other federal lands.
- **Policy OSC-5.7 Native plant species.** Require the use of native and/or drought-tolerant noninvasive naturalized plant species in development projects to provide or enhance wildlife habitat.
- **Policy OSC-6.1 Mining operations and reclamation.** Coordinate with the County to ensure that the operation and reclamation of mined lands is consistent with the State Surface Mining and Reclamation Act of 1975 (SMARA).
- **Policy OSC-6.2 Mineral resource areas.** Designate and permit the development of land classified as Mineral Resource Zone (MRZ) 2a, 2b, or 3a in a manner that preserves future mining opportunities of non-aggregate mineral resources.
- **Policy OSC-7.6 Screening.** Require new industrial and commercial development to screen truck loading, outdoor storage, and large expanses of parking from public view and adjacent properties designated for residential use through site design, attractive and resilient landscaping, and/or well-designed physical barriers along property boundaries. Encourage and facilitate the installation of similar screening for existing industrial and commercial uses. Allow new

development regulated by a specific plan to create customized screening standards and strategies appropriate for the existing and planned context.

Impact 5.11-1 *Would the Project physically divide an established community?*

Proposed General Plan

Division of an established community commonly occurs when projects construct new freeways, highways, roads, or other uses that physically separate an existing or established neighborhood. In Barstow, I-15, I-40, and SR-247 currently bisect the City, and act as physical barriers.

Roadways

The proposed General Plan would improve access and mobility for existing and future residents by expanding vehicular connections and non-motorized transportation options. Implementation of the proposed General Plan would improve existing roadways and generate new roadways within the General Plan area. The majority of roadway improvements would take place on existing roads within existing rights-of-way. The new major roadways that would extend into areas not currently served by paved roads are listed below, along with a description of their potential to physically divide an established community.

- A Secondary Arterial from Hinkley Road at the Mojave River bridge on the west to the proposed Jasper Road extension to Lenwood Drive on the east. This roadway, which is within the BIG Specific Plan area, is intended primarily to serve BIG (i.e., Hinkley Road realignment), and therefore, further analysis is provided below under BIG. Full implementation of BIG would vacate the existing rail crossing along Hinkley Road. While this crossing is one route used by the Hinkley community to travel into the City, there are other routes including SR-58 that provides direct access into the Barstow downtown. Also, BIG's proposed roadway pattern would allow access to the City by travelling north around the facility; see **Figure 3-17: Barstow International Gateway Conceptual Site Plan**. See **Section 5.13: Transportation** concerning emergency access. While BIG would result in the construction of a large rail yard and industrial development, access to the City would be altered, but not eliminated. In addition, while the Hinkley community is not physically part of the City of Barstow, it would remain connected to the City through the existing roadway network; see **Figure 3-2: Local Vicinity Map**.
- A new future Primary Arterial is proposed from Lenwood Road on the west, easterly to Rimrock Road within the proposed General Plan area. This proposed roadway is intended to enhance connectivity between the residential areas in the eastern part of Barstow and the job generating uses (including BIG) in the western part of Barstow. This new roadway would be aligned through undeveloped areas that do not contain any homes and would enhance connectivity for adjacent communities by providing an alternate route between the eastern and western parts of Barstow (that must currently drive north and travel along I-15 or Main Street).
- Extensions of existing roadways (P, L, and H Streets) are planned as a Collector or Secondary Arterial to connect the existing roadways to the proposed Future Primary Arterial, discussed

above, and to extend options to access I-15 from the south. These new roadways would be extensions of existing roadways into undeveloped areas and would continue and reinforce the existing roadway and lotting pattern in the Barstow Heights community. These new roadways would enhance connectivity by extending multiple access points to the new Primary Arterial described above.

- Two new Secondary Arterials are planned to provide additional access points and connectivity in the western part of Barstow. One Secondary Arterial would extend from Lenwood Road along the alignment generally designated as High Desert Road, traveling south and ultimately connecting to Outlet Center Drive and I-15. The other Secondary Arterial would connect Main Street and the other new Secondary Arterial along the alignment currently named Gazana Street and Salamander Boulevard. These new roadways would be improvements of dirt roads that currently exist in sparsely populated and largely undeveloped areas.

The changes to rights-of-way and roadway extensions from the proposed General Plan aim to improve access throughout the proposed General Plan area. While the proposed General Plan would result in the construction of new roadways, none would physically divide an established community within the General Plan area. Therefore, impacts would be less than significant. Also, as concluded below, BIG's requested street vacations and proposed roadways would not physically divide an established community. Therefore, no impact would occur.

The proposed General Plan would include annexations under SBLAFCO Actions A and B totaling 2,785 acres. SBLAFCO Action A, which proposes to annex to the City 2,686 acres, includes a 2,676-acre portion of the BIG Specific Plan area, as well as an additional 10 acres to prevent the creation of an unincorporated island; see **Figures 3-14** and **3-15**. SBLAFCO Action B proposes to annex 99 acres. The City would prezone these areas consistent with the proposed General Plan land use designations. Where the proposed land use designation is inconsistent with the existing land use, for example, if the proposed land use designation is industrial and the existing land use is rural residential, the existing land use would be allowed to continue as a pre-existing non-conforming use pursuant to Barstow Code § 19.00.060. This would allow the use to continue in perpetuity, and can be sold, transferred, etc. Barstow Code Chapter 19.38: Non-Conforming Uses regulates expansion of a non-conforming use. The reorganizations are proposed to allow for orderly development of the BIG Specific Plan area and other lands within and adjacent to the City. No physical division of established community would occur with implementation of the proposed SBLAFCO Actions. Impacts would be less than significant.

Impact 5.11-1: General Plan: Level of Significance Before Mitigation: Less than Significant Impact.

Impact 5.11-1: General Plan: Mitigation Measures: No mitigation required.

Impact 5.11-1: General Plan: Level of Significance After Mitigation: No significant impact would occur.

Barstow International Gateway

Projects that are typically considered to have the potential to divide an established community include those that construct new freeways, highways, roads, or other uses that physically separate an existing or established neighborhood. Additionally, street vacations could isolate established communities, which

would have some similar effects as physically dividing one. BIG’s proposed on-site improvements (i.e., rail yard, transload warehouse center, and solar farm) are detailed in **Section 3.0** and depicted on **Figure 3.17: Barstow International Gateway Conceptual Site Plan**. BIG also proposes various off-site rail and non-rail (i.e., stormwater drainage, utility, and circulation/roadway) improvements, as depicted on **Figure 3-20** through **Figure 3-26**.

As discussed in **Section 5.11.4**, there are no established communities within the BIG Specific Plan area. Land uses surrounding the BIG Specific Plan area include vacant, undeveloped land, including the Mojave River to the north and west; low to medium density residential uses to the north, south, and east; and commercial uses to the north and east. Moreover, the BIG Specific Plan area is already bisected by the BNSF’s existing mainline and Main Street. Therefore, BIG’s proposed improvements would not divide an existing contiguous neighborhood or community, as discussed below.

The east lead tracks are proposed within the existing Lenwood and Barstow communities, but the east lead tracks would be constructed immediately adjacent to the existing mainline tracks. The west lead tracks would be constructed near the Hodge and Lenwood communities but would be aligned/located immediately adjacent to the existing mainline tracks. Therefore, the proposed east and west lead tracks would not divide an established community.

Intersections and Roadways

BIG’s proposed circulation/roadway improvements would be either internal to the BIG Specific Plan area or off-site within/along existing rights-of-way; see **Figure 5.15-2: On-site Circulation Improvements** and **Figure 5.15-3: Off-site Transportation Modifications**. Additionally, BIG proposes Transportation Modifications (TMs) to improve traffic operations and safety; see **Appendix 5.15 BIG-2: Level of Service Assessment – Transportation Analysis**. BIG’s proposed off-site circulation/roadway improvements include reconstruction of Main Streets’ Lenwood Channel Bridge (see **Figure 3-31** in **Section 3.0: Project Description**), which would involve a temporary detour during construction but would restore Main Street’s alignment. Therefore, these improvements would not physically divide an established community.

Additionally, BIG is requesting to vacate various streets (see **Figure 3-27: BIG Proposed Street Vacations**). **Table 5.11-5: Requested Street Vacations** analyzes those street vacations with potential to physically divide established community; see also **Section 5.15: Transportation**. The requested street vacations would be subject to compliance with the applicable City/County requirements for vacating a street. These street vacations would not physically divide an established community.

Table 5.11-5: Requested Street Vacations	
Segment	Modifications and Impacts
Hinkley Road	BIG is requesting to vacate the southern approximately 0.6-mile of Hinkley Road (i.e., between the south side of the Mojave River bridge crossing and Main Street). Hinkley Road would be realigned from the south side of the Mojave River bridge crossing through the transload warehouse center to the proposed Jasper Road extension, which would connect to Lenwood Road. Vacation of the southern approximately 0.6-mile of Hinkley Road would remove one path of travel between the Hinkley Road area north of the Mohave River Bridge crossing and Lenwood/Barstow area via Main Street. However, access from north of the Mojave River

Table 5.11-5: Requested Street Vacations

	bridge crossing to Main Street, the Lenwood Community, and downtown Barstow would still be provided via SR-58 to the north or through BIG's proposed Hinkley Road realignment (i.e., from the south side of the Mojave River bridge crossing through the transload warehouse center to the proposed Jasper Road extension to Lenwood Road). Therefore, because the Hinkley Road area north of the bridge crossing is not a community as discussed above, and alternate routes would be available, approval of this requested vacation would not divide an established community and no impact would occur.
BIG Specific Plan Area (various)	BIG proposes to remove existing land uses within the BIG Specific Plan area. Because access to these existing properties would no longer be required, BIG requests to vacate these roadways. Approval of these requested vacations would not divide an established community and no impact would occur.
Lenwood Community (various)	BIG proposes to demolish and remove limited existing land uses in the Lenwood community to allow for the east lead track improvements, thus, access to these existing properties would no longer be required. Therefore, BIG requests to vacate these roadways. Approval of these requested vacations would not divide an established community and no impact would occur.
Sweeten Lane/ Sun Valley Drive	BIG requests to vacate and realign portions of Sweeten Lane to provide safer property access and circulation in the Lenwood Community. BIG also requests to vacate Sun Valley Drive and route residents towards the proposed Sweeten Lane realignment to provide safer access to Main Street and Barstow. These roadway vacations would only relocate rather than remove access to Main Street and Barstow. Therefore, approval of these requested vacations would not divide an established community and no impact would occur.

Other Off-Site Improvements

Rail Improvements (East and West Lead Tracks). The proposed approximately 10 miles of east and west lead tracks would be constructed within the existing railroad corridor, and adjacent/parallel to the existing mainline tracks. The existing BNSF mainline track traverses the Hodge, Lenwood, and Barstow communities. BIG's lead track improvements would be constructed immediately adjacent to the existing tracks and thus would not divide an established community. In summary, there are no established communities within the BIG footprint besides the Lenwood community. Because Lenwood is already bisected by existing mainline tracks, BIG would not result in any new division of an established community.

Non-Rail Improvements: Utilities. The proposed off-site utility improvements (i.e., water, wastewater, electric power, and telecommunications) would be installed underground. Additionally, the proposed Tortilla Substation improvements would be constructed within the existing substation's footprint, thus, would be the continuation of an existing land use.

Non-Rail Improvements: Stormwater Drainage. The proposed Lenwood Channel improvements would be a continuation of an existing land use that would occur within/immediately adjacent to the existing channel footprint.

As is evidenced by the discussions above, no existing established communities would be divided by BIG's on-site and off-site improvements, thus, BIG would not create any new barrier between communities or physically divide an established community. A less than significant impact would occur in this regard, and no mitigation is required.

Impact 5.1-2: BIG: Level of Significance Before Mitigation: Less than Significant Impact.

Impact 5.1-2: BIG Mitigation Measures: No mitigation required.

Impact 5.1-2: BIG Level of Significance After Mitigation: No significant impact would occur.

Impact 5.11-2 *Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted by an agency with jurisdictional authority over the project, for the purpose of avoiding or mitigating an environmental effect?*

Proposed General Plan

Connect SoCal 2024

As identified in **Table 5.11-6: Connect SoCal 2024 Goal Consistency Analysis – Proposed General Plan**, the proposed General Plan is both consistent with the Connect SoCal 2024 goals and would further the State’s goals through emphasis on design and reducing VMT. Therefore, no conflict with the Connect SoCal plan would occur. As such, the proposed General Plan would not cause a significant environmental impact due to a conflict with any SCAG plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

Table 5.11-6: Connect SoCal 2024 Goal Consistency Analysis – Proposed General Plan	
Consistency Analysis	
Mobility: Build and maintain an integrated multimodal transportation network.	
Subgoal 1: Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.	No Conflict. The proposed General Plan Circulation and Land Use Elements include policies that would support investments in safety, improve air quality and reduce greenhouse gas emissions. Land Use Element policies LU-2.1 and LU-3.2 seek to maintain a balance of land uses, which can reduce VMT and would indirectly help enhance the quality of air and minimize GHG emissions. Circulation Element policies CM-2.1, CM-2.2, CM-2.3, CM-2.4, CM-2.5, CM-2.6, CM-2.7, CM-2.9, CM-2.10 emphasize a safer and more efficient transportation system, including reductions in single-occupancy vehicular travel and consequently improvements in air quality and GHG emissions. Specifically, Policy CM-2.3 would support increasing use of electric bikes and Policy CM-2.4 would support increasing transit service which would in turn reduce GHG emissions and improve air quality by decreasing reliance on fossil-fueled vehicles, reducing traffic congestion, and promoting cleaner, more sustainable transportation alternatives. Also, Policy CM-2.10 would promote transportation demand management strategies to reduce household and employment passenger car vehicle miles traveled. Overall, these Circulation Element and Land Use Element policies would help reduce single passenger car vehicle miles traveled (VMT) and mobile-source emissions, thereby improving air quality and minimizing GHG emissions in the City. Regarding safety, as discussed under

Table 5.11-6: Connect SoCal 2024 Goal Consistency Analysis – Proposed General Plan	
Consistency Analysis	
	Impact 5.15-3 , the City has adopted engineering standards to ensure consistency in the geometric design of their roads and driveways, which would ensure safety for any future improvements to the transportation network. Additionally, the proposed General Plan includes Policies CM-2.8 and CM-2.9, which focus on access management and site design for developments that prioritizes safe access for pedestrians, bicyclists, and vehicles.
Subgoal 2: Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.	No Conflict. Policy CM-1.2, Policy CM-2.1, and Policy CM-2.4 aim to improve regional transportation by supporting safe and efficient travel between the City and surrounding areas, establishing pedestrian networks for convenient access to key destinations, and enhancing transit services with coordinated efforts to provide accessible, safe, and comfortable transit options for residents and workers. Policy CM-2.6 promotes safe and efficient streets and streetscape improvements to accommodate all modes and users.
Subgoal 3: Support planning for people of all ages, abilities and backgrounds.	No Conflict. Policy CM-2.4 promotes accessible transit service, and Policy CM-2.6 promotes safe and efficient streets and streetscape improvements to accommodate all modes and users. Policy CM-2.7 encourages the expansion of bicycle and pedestrian networks in public rights-of-way and public spaces.
Communities: Develop, connect and sustain livable and thriving communities.	
Subgoal 4: Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.	No Conflict. See responses to Subgoal 2, concerning the transportation of people. The proposed General Plan would improve compatibility between existing and future development, which in turn would increase mobility options and reduce travel distances. A primary goal of the proposed General Plan is to retain the City's current character while allowing for beneficial growth and development to occur in the appropriate areas. Policy LU-1.1 Land Use Compatibility and Policy LU-1.4 Nonresidential West of 15/58 address compatibility between existing and planned land uses. Combined, these policies would ensure that the proposed land uses are located appropriately throughout the City and that new development does not unduly burden, or otherwise negatively impact, adjacent existing uses nor people.
Subgoal 5: Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.	No Conflict. The proposed General Plan would encourage the intensity of housing within the City and would support a variety of housing types, such as mixed-use development. The proposed General Plan would include Policies H-1.5 and H-2.5, both of which focus on promoting housing production through incentives and removing barriers, particularly for affordable housing, while preserving existing affordable housing to ensure housing security for lower-income residents, people with special needs, families, and seniors. Policy H-1.4 also encourages the development of residential units that are accessible to persons with a disability or are adaptable for conversion to residential use by persons with a disability. Policy H-3.3 promotes the development of lower-income and mixed-income housing in areas with access to infrastructure, public transit, and employment opportunities; therefore, enhancing affordability, accessibility, and job prospects.

Table 5.11-6: Connect SoCal 2024 Goal Consistency Analysis – Proposed General Plan	
Consistency Analysis	
Environment: Create a healthy region for the people of today and tomorrow.	
Subgoal 6: Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change.	No Conflict. The proposed General Plan Safety Element includes Goal S-2, which focuses on community preparedness to withstand and recover from emergencies, natural disasters, and climate-related hazards. Policy S-2.1 would require that new critical and public facilities be located and designed to operate and minimize their exposure and damage to flooding, seismic and geological events, and urban fires. Additionally, Policy S-2.5 would require all new developments to have at least two ingress and egress routes, and Policy S-2.7 calls for partnering with public entities to retrofit existing and design new public community facilities that can serve as resilience centers. Policy S-2.8 would encourage and pursue funding for improvements to existing residential and nonresidential buildings consistent with the latest CBC requirements for indoor air quality; energy efficiency; energy storage; disaster and severe weather resilience; and solar power. Additionally, the Safety Element also includes Goal S-1, which includes policies focused on community resiliency to flood hazards and seismic and geologic hazards.
Subgoal 7: Integrate the region’s development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.	No Conflict. See responses to Subgoal 1 regarding improving air quality and minimizing GHG emissions. The proposed General Plan would also include policies that would enable more sustainable use of energy such as Policy S-2.8, which encourages funding for upgrades to residential and nonresidential buildings to meet State building codes on air quality, energy efficiency, resilience, and solar power, prioritizing improvements for buildings near freeways or railroads and used by residents or employees for extended periods. In addition, Policy OSC-8.1 states to pursue strategies that would conserve energy and meet applicable energy-saving standards. Policies PFS-1.2 and PFS-1.3 focus on expanding and encouraging recycled water use for various purposes and promoting water conservation through efficient site design, fixtures, and strategies by water service agencies.
Subgoal 8: Conserve the region’s resources.	No Conflict. The proposed General Plan includes Policy OSC-2.1, Policy OSC-2.2, and Policy OSC-2.3 which aim to conserving natural lands and resources to the maximum extent possible, through regional coordination, residential clustering, and swapping lands with public agencies and non-governmental entities.
Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.	
Subgoal 9: Improve access to jobs and educational resources.	No Conflict. The proposed General Plan includes Policies LU-2.1, PFS-2.3, PFS-2.4, and PFS-2.6, which aim to provide and increase higher-paying jobs as well as workforce training and career advancement.
Subgoal 10: Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	No Conflict. The proposed General Plan includes Policy CM-1.2, which supports the development of regional transportation systems for the safe and efficient movement of goods. Policy CM-3.1 would require the City to maintain a network of City truck routes to support the economic vitality of the goods movement systems via trucks while minimizing negative impacts on local circulation and air quality. Finally, Policy CM-3.3 would support improvements to roadways and rail facilities that increase efficiency of

Table 5.11-6: Connect SoCal 2024 Goal Consistency Analysis – Proposed General Plan	
Consistency Analysis	
	goods movement while minimizing negative impacts on residents’ quality of life through minimizing noise and vibration impacts on sensitive land uses.
Source: SCAG. 2024. <i>Connect SoCal 2024, Chapter 3: Our Plan</i> , page 85. https://scag.ca.gov/connect-socal .	

SBLAFCO

The City’s SOI, which SBLAFCO established, defines the City’s probable physical boundaries and service area, and therefore is the City’s future service area (OPR, 2012). Both the City and SBLAFCO have a responsibility to ensure that any future expansion of the City’s limits (i.e., annexations proposed under SBLAFCO Actions A and B) complies with all applicable procedures and policies, as adopted by SBLAFCO. SBLAFCO would review and consider approval of any proposal involving an annexation, detachment, reorganization, and/or change in organization, as defined above.

Prior to initiating the SBLAFCO actions, SBLAFCO requires the City to demonstrate that the proposed SBLAFCO action has been addressed in the City’s General Plan and is consistent with the General Plan; to prepare a comprehensive environmental document analyzing the environmental impacts of the proposed SBLAFCO actions; ensure that the proposed SBLAFCO actions, including the request to annex lands, are consistent with the City’s General Plan; and to submit an application to SBLAFCO in compliance with State law and SBLAFCO goals and procedures (OPR, 2012).

As discussed in **Section 3.0: Project Description** and shown in **Figures 3-14: SBLAFCO Action Area A: City and Odessa Water District Annexation** and **3-15: SBLAFCO Action Area B: City and Odessa Water District Annexation**, the proposed General Plan proposes SBLAFCO Actions A and B; see also **Appendix 5.11 GP-1**. SBLAFCO Action A would be a “reorganization” under the CKH Act that would include the following actions:

- Annexation to the City of Barstow of approximately 2,686 acres (expansion), including 2,676 acres within the BIG Specific Plan area and 10 acres to be rezoned Business Park (BP);
- Annexation to the Barstow Fire Protection District of approximately 2,605 acres (expansion), including the majority (approximately 2,594 acres) of the BIG Specific Plan area (except the portion already within the Barstow Fire Protection District service boundary) and an 11-acre parcel;
- Annexation to the Odessa Water District of approximately 2,686 acres, including 2,676 acres within the BIG Specific Plan area and 10 acres to be rezoned Business Park (BP), as the City and Odessa Water District have a coterminous boundary;
- Transfer of law enforcement responsibility from the San Bernardino County Sheriff’s Department to the Barstow Police Department of approximately 2,686 acres;
- Detachment from the San Bernardino County Fire Protection District (reduction) of approximately 2,605 acres;

- Detachment from the North Desert Services Zone and its Zone FP-5 of approximately 2,605 acres. Detachment through the County Fire Protection District Board; and
- Detachment from San Bernardino County Service Area 70 (reduction) of approximately 2,686 acres.

Golden State Water Company (GSWC) is a water company under the jurisdiction of the California Public Utilities Commission (CPUC). The GSWC service area would also be proposed for expansion by the CPUC. However, it is not subject to SBLAFCO review and approval but GSWC would inform SBLAFCO which will confirm the boundaries of the GSWC; see **Section 5.14: Public Services and Recreation** for further discussion concerning fire and police protection services.

SBLAFCO Action B would also be a “reorganization” under the CKH Act that would include the following actions:

- Annexation to the City of Barstow of approximately 99 acres (expansion), to be prezoned Business Park (BP);
- Annexation to the Odessa Water District of approximately 99 acres (expansion), as the City and Odessa Water District have a coterminous boundary;
- Transfer of law enforcement responsibility from the San Bernardino County Sheriff’s Department to the Barstow Police Department of approximately 99 acres; and
- Detachment from San Bernardino County Service Area 70 of approximately 99 acres (reduction).

Prior to initiating the reorganization, SBLAFCO requires that the City demonstrate that the proposed reorganization has been addressed in, and is consistent with, the City’s proposed General Plan; prepare a comprehensive environmental document analyzing the environmental impacts of the proposed reorganization (this EIR would fulfill this requirement); ensure that the areas proposed to be annexed are pre-zoned consistent with the City’s proposed General Plan; and submit an application to SBLAFCO in compliance with State law and SBLAFCO goals. The intent of requiring prezoning is to ensure that the City can provide public services in a timely fashion, and address any environmental impacts associated with the Project. This EIR evaluates SBLAFCO Action A (which includes a portion of the BIG Specific Plan area) and SBLAFCO Action B demonstrating not only that services can be provided but also evaluating the environmental impacts of providing them.

The proposed reorganizations would be reviewed by and processed through SBLAFCO. Once approved by SBLAFCO, the Actions A and B described above would be implemented. In addition, the proposed reorganizations would be subject to the City’s proposed General Plan and the Barstow Code. Lands within the BIG Specific Plan area would also be subject to the BIG Specific Plan, which would establish site-specific zoning regulations. Lands outside of the BIG Specific Plan area and proposed for annexation would be prezoned Business Park (BP).

The City would submit the applicable documents to SBLAFCO to initiate the reorganization process. This EIR analyzes the environmental impacts of the proposed annexations and detachments in each of the applicable environmental topic areas.

SBLAFCO has identified various goals to encourage the establishment of an appropriate, sustainable, and logical municipal level government structure. These goals also serve to avoid or mitigate environmental effects generally concerning growth-inducing impacts, public services, and agricultural lands. **Table 5.11-7: SBLAFCO Goal Consistency Analysis – Proposed General Plan** analyzes the proposed General Plan for consistency with SBLAFCO’s goals. As indicated in this table and as demonstrated in the relevant impact analysis sections of this EIR, SBLAFCO Actions A and B proposed by the proposed General Plan would not result in significant impacts attributed to a conflict with any SBLAFCO plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact. As such, impacts would be less than significant.

Table 5.11-7: SBLAFCO Goal Consistency Analysis – Proposed General Plan	
SBLAFCO Goal	Consistency Analysis
1. Encourage orderly growth.	No Conflict. As described in Section 3.0: Project Description , SBLAFCO Action A proposes to annex to the City approximately 2,686, including a 2,676-acre portion of the BIG Specific Plan area, and to prevent the creation of an unincorporated island, a 10-acre parcel. SBLAFCO Action B proposes to annex to the City 99 acres to prevent the creation of an unincorporated island. These proposed annexations avoid the creation of islands and promote orderly growth consistent with SBLAFCO goals. The proposed SBLAFCO Actions have been analyzed throughout this EIR.
2. Promote logical and orderly service boundaries for cities and special districts.	No Conflict. As described in Section 3.0, SBLAFCO Action A proposes the following: - To annex to the Barstow Fire Protection District approximately 2,605 acres, including an approximately 2,594-acre portion of the BIG Specific Plan area, and to prevent the creation of a service island, an 11-acre parcel. - To annex to the Odessa Water District approximately 2,686 acres, including an approximately 2,676-acre portion of the BIG Specific Plan area, and to prevent the creation of a service island, an 11-acre parcel. - To transfer law enforcement responsibility to the Barstow Police Department of approximately 2,686 acres. SBLAFCO Action B proposes the following: - To annex to the Odessa Water District approximately 99 acres; - To transfer law enforcement responsibility to the Barstow Police Department of approximately 99 acres. These proposed actions avoid the creation of service boundary islands and promote orderly growth consistent with SBLAFCO goals.
3. Discourage premature conversion of prime agricultural lands to urban uses.	No Conflict. As defined by the CKH Act, approximately 543 acres of SBLAFCO Action A qualify as Prime Agricultural Land, including approximately 236 acres under CKH Act Criteria 2 and approximately 307 acres under CKH Act Criteria 2 and 4. Further, approximately 56 acres, which qualify as meeting Criteria 4 (i.e., contain land which is currently or has historically been used for agricultural purposes), also qualify as meeting Criteria 2 (i.e., contain soils with a Storie Index rating between 80 and 100). As defined by the CKH Act, there are no lands within SBLAFCO Action B that qualify as Prime Agricultural Land. While the proposed General Plan would convert Prime Agricultural Land to urban uses, this

Table 5.11-7: SBLAFCO Goal Consistency Analysis – Proposed General Plan	
SBLAFCO Goal	Consistency Analysis
	conversion would not be premature because no Williamson Act contracts would be cancelled as a result of the proposed General Plan, and BIG is already contemplated in the State’s 2024 Rail Plan for freight system improvements statewide.
4. Promote efficient and effective service delivery for cities and special districts.	No Conflict. See also Goals 1 and 2. SBLAFCO Actions A and B include various annexations, transfers of responsibility, and detachments involving special districts, as detailed in Section 3.0: Project Description and summarized above. The proposed delivery of services is discussed in detail in Section 5.14: Public Services and Recreation and Section 5.17: Utilities and Service Systems . A Plan for Service has been prepared for the proposed General Plan. The lands proposed for annexation/transfer of law enforcement responsibility, including that portion of the BIG Specific Plan currently outside the City limits, would be served by City services if approved by SBLAFCO.
Sources: San Bernardino County Local Agency Formation Commission. 2023a. <i>Role of the Commission</i> . https://sbclafco.org/role-commission/ . San Bernardino County Local Agency Formation Commission. 2023b. <i>History, Mission, and Vision</i> . https://sbclafco.org/history-mission-vision/ . Accessed February 2023.	

San Bernardino Countywide Plan

Within proposed SBLAFCO Actions A and B, the proposed General Plan would replace currently adopted CWP land use designations and County Code zoning. **Table 3-7: Zoning Comparison for Annexation Areas** provides a detailed summary of changes in zoning by acreage that would occur with adoption of the proposed General Plan, including prezoning of SBLAFCO Actions A and B in preparation for annexation. Most of the 2,785 acres to be annexed to the City and associated SBLAFCO Actions are attributed to BIG (an approximately 2,676-acre portion of the BIG Specific Plan area within SBLAFCO Action A).

In addition to the BIG Specific Plan area proposed for annexation to the City under SBLAFCO Action A, which is a reorganization, SBLAFCO Action A includes 10 acres located immediately south of the proposed solar farm. This area would be annexed to prevent the creation of an unincorporated island consistent with SBLAFCO goals. The proposed change from CWP land use designation and zone district to City Business Park (BP) zone would allow the existing land uses to continue, ensuring that there is no conflict with adjacent surrounding CWP land use designations.

SBLAFCO Action B, which is also a reorganization, includes 99 acres located south of Main Street and west of Delaney Road that would be annexed to prevent the creation of an unincorporated island. All parcels within SBLAFCO Action B are currently County-designated Rural Living. The proposed General Plan proposes to designate/prezone these parcels City Business Park (BP), which primarily permits office and low-impact industrial (non-truck intensive) uses. Additionally, given the presence of existing homes, the Business Park (BP) designation/ zoning would allow for existing residential uses to remain and be rebuilt.

The newly designated Business Park areas would be surrounded primarily by vacant lands with several small interspersed residential and agricultural uses. Planned land uses surrounding the new Business Park areas would be primarily General Industrial with some General Commercial and Public/Quasi Public uses.

Therefore, the redesignation/rezoning of SBLAFCO Action B would not result in a conflict with adjacent surrounding CWP land use.

Upon adoption of the proposed General Plan and proposed SBLAFCO Actions A and B, future development within newly incorporated lands would be governed by the proposed General Plan policies and Barstow Code, including the proposed BIG Specific Plan area. Therefore, no conflict with any County of San Bernardino land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would result from the proposed General Plan and proposed SBLAFCO Actions A and B, and impacts would be less than significant.

Proposed General Plan and Zoning

The City's proposed General Plan would serve as a long-term framework to guide growth and improvements over the next 25 years. The proposed General Plan would replace the 2015 General Plan, including Land Use and Zoning Maps.

Land Use Designations. The proposed General Plan includes land use changes in the City's eastern and western portions and proposes SBLAFCO Actions A and B within the City's SOI, as detailed in **Section 3.0: Project Description**.

The land use designations in the City will largely remain as established under the 2015 General Plan, with the addition of the High Density Residential (HDR) and Business Park (BP) land use designations. The proposed land use plan seeks to reduce the potential for land use conflicts by redesignating the majority of the area west of I-15 and south of Main Street as Business Park. The proposed General Plan also expands the existing Industrial designation west of Lenwood Road to accommodate the BIG Specific Plan, leveraging the existing railway alignment. Select properties west of the Lenwood Road and Outlet Center Drive on/offramps would be redesignated to Industrial, an existing 2015 General Plan designation, which would allow for the expansion and operation of business operations that are more compatible with and benefit from proximity to the freeway, such as logistics/warehousing. Finally, the two open space designations under the 2015 General Plan (Interim Open Space/Resource Conservation and Resource Conservation) would be combined into a single Open Space designation (with most land redesignated to the Public designation within City limits). **Table 3-4** identifies the proposed, existing, and change of acres for each land use designation. The impacts of the proposed General Plan's land use changes are analyzed throughout this EIR.

Zoning. The Barstow Code establishes the City's development regulations and zoning districts to implement the General Plan's goals and policies. California Government Code (CGC) § 65860 requires that the City's legislative enactments, including zoning, be consistent with the General Plan.

Zoning changes would consist of new zone districts needed to implement the new Business Park (BP) and High Density Residential (HDR) land use designations. As the proposed General Plan would eliminate the Estate Residential (RE) land use designation, existing lands zoned Estate Residential (ES) within the City would subsequently be rezoned to match the proposed land use designations shown in **Figure 3-13**, which would result in a mixture of low density residential (LDR) and single family residential (SFR) zoning. Following adoption of the proposed General Plan, the City will amend Barstow Code Title 19: Zoning to

ensure the zoning districts implement the proposed General Plan's land use designations and to ensure consistency with the proposed General Plan.

While the proposed General Plan includes one new zone district for a Business District, the City intends to update the entire Barstow Code following this Project, tiering from the analysis in this EIR. Once the Barstow Code is amended, there will be no inconsistencies between the proposed General Plan and the Barstow Code. Therefore, impacts would be less than significant.

Impact 5.11-2: General Plan: Level of Significance Before Mitigation: Less than Significant Impact.

Impact 5.11-2: General Plan: Mitigation Measures: No mitigation required.

Impact 5.11-2: General Plan: Level of Significance After Mitigation: No significant impact would occur.

Barstow International Gateway

Construction and Operations

Connect SoCal 2024

As concluded in **Section 5.13: Population and Housing**, BIG could potentially increase the City's population due to employees who currently live outside the City choosing to relocate to the City. However, BIG is an incorporated component of the overall Project, which also includes the proposed General Plan, a land use planning document, and therefore employment-related population growth attributable to BIG is accounted for within the City's proposed General Plan growth analysis; see above. As concluded in **Table 5.11-6: Connect SoCal 2024 Goal Consistency Analysis – Proposed General Plan**, the proposed General Plan would not conflict with Connect SoCal 2024, and as such, BIG would not conflict with Connect SoCal 2024.

SBLAFCO

SBLAFCO Action A proposed by the General Plan includes portions of the BIG Specific Plan area; see detailed discussions above and in **Section 3.0: Project Description**. As indicated in **Table 5.11-7: SBLAFCO Goal Consistency Analysis – Proposed General Plan** and concluded above, the proposed General Plan would not result in significant impacts attributed to a conflict with any SBLAFCO plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental impact, resulting in a less than significant impact.

San Bernardino Countywide Plan

Approximately 440 acres of BIG's off-site improvements would occur on land that is currently within unincorporated County jurisdiction and that would remain within the County under the Project, and so would continue to be subject to CWP goals and policies and County Code regulations and standards; see **Table 5.11-3**. BIG's proposed off-site rail and non-rail (i.e., transportation/bridges, stormwater drainage, and utility) improvements are described in detail in **Section 3.0**. BIG's proposed off-site transportation improvements and transportation modifications on sites remaining within the County are depicted in

Figure 5.15-2 and **Figure 5.15-3** and discussed in **Appendix 5.15 BIG-2**. The following BIG off-site rail and non-rail improvements would also be on sites remaining within the County:

- **Rail Improvements:** East Lead; and West Lead
- **Non-Rail Improvements**
 - **Bridges:** Bridge 4.9; Bridge 5.1; Bridge 10.5; Bridge 11.3; Bridge 11.3A; Bridge 12.3; Bridge 12.5; Bridge 13; Bridge 13.7; Bridge 14; Bridge 14.3; Bridge 15.2; Bridge 15.7; and Bridge 16.4
 - **Stormwater Drainage:** Lenwood Channel Widening
 - **Utilities:** Main Street Sewer Line Replacement; and 33 kilovolt (kv) Distribution Lines (Tortilla Substation to BIG Specific Plan area)

Table 5.11-8: Countywide Plan (CWP) Policy Plan Analysis – BIG, includes an analysis of the potential for BIG off-site improvements on land that is currently within unincorporated County jurisdiction and that would remain within the County under the Project to conflict with CWP policies adopted for the purpose of avoiding or mitigating an environmental effect. **Table 5.11-8** shows that BIG's off-site improvements on unincorporated lands that would remain within the County under the Project would not conflict with relevant CWP policies.

Table 5.11-8: Countywide Plan (CWP) Policy Plan Analysis – BIG

CWP Policy	BIG Analysis
LAND USE ELEMENT	
Policy LU-2.3 Compatibility with natural environment. We require that new development is located, scaled, buffered, and designed for compatibility with the surrounding natural environment and biodiversity.	No Conflict. As concluded in Section 5.4: Biological Resources , with mitigation incorporated, BIG would result in less than significant impacts to biological resources. Therefore, BIG would not conflict with this policy.
Policy LU-2.6 Coordination with adjacent entities. We require that new and amended development projects notify and coordinate with adjacent local, state, and federal entities to maximize land use compatibility, inform future planning and implementation, and realize mutually beneficial outcomes.	No Conflict. BIG has conducted outreach including coordination, meetings, and Project status updates with relevant local, State and federal entities (i.e., Marine Corps Logistics Base, Fort Irwin, Barstow Community Hospital, Barstow Unified School District, Barstow Fire Protection District, Barstow Police Department, County staff, Mojave Air Quality Management District, California Department of Fish and Wildlife, US Fish and Wildlife Service, US Army Corps of Engineers, utility providers, and surrounding unincorporated communities including Newberry Springs, Daggett, Yermo, and Silverlakes (February and July 2023)). Pursuant to State CEQA Guidelines § 15082, the City distributed the NOP directly to public agencies, special districts, and the public who had requested such notice for 30 days and held a Scoping Meeting on March 13, 2024. Therefore, as a new development, BIG included notification, and coordination with adjacent local, State, and federal entities. Through these processes, these entities have been notified of BIG’s proposed off-site rail and non-rail improvements. Therefore, BIG would not conflict with this policy.
Policy LU-4.3 Native or drought-tolerant landscaping. We require new development, when outside of high and very high fire hazard severity zones, to install and maintain drought tolerant landscaping and encourage the use of native species.	No Conflict. As discussed in Section 5.9: Hazards, Hazardous Materials, and Wildfire , BIG’s off-site improvements are not in a high or very high fire hazard severity zone. The closest very high fire hazard severity zone is approximately 25 miles south of the BIG footprint. BIG’s landscape palette includes drought tolerant and native species. Therefore, BIG would not conflict with this policy.
Policy LU-4.7 Dark skies. We minimize light pollution and glare to preserve views of the night sky, particularly in the Mountain and Desert regions where dark skies are fundamentally connected to community identities and local economies. We also promote the preservation of dark skies to assist the military in testing, training, and operations.	No Conflict. BIG’s off-site non-rail improvements on unincorporated lands that would remain within the County involve stormwater drainage, utility, and circulation/roadway improvements, none of which would introduce substantial sources of light pollution or glare, as concluded in Section 5.1: Aesthetics . Therefore, BIG operations would not conflict with this policy.
HOUSING ELEMENT	
Policy H-3.1 Public Services, amenities, and safety. We support the provision of adequate and fiscally sustainable public services,	No Conflict. BIG’s off-site improvements on unincorporated lands that would remain within the County would have negligible public service needs, as concluded in

Table 5.11-8: Countywide Plan (CWP) Policy Plan Analysis – BIG

CWP Policy	BIG Analysis
infrastructure, open space, non-motorized transportation routes, and public safety for neighborhoods in the unincorporated area.	Section 5.14: Public Services and Recreation. Therefore, BIG off-site improvements that would remain in the County would not interfere with the provision of public services, amenities, and safety, thus, BIG would not conflict with this policy.
INFRASTRUCTURE & UTILITIES ELEMENT	
Policy IU-1.8 Groundwater management coordination. We collaborate with watermasters, groundwater sustainability agencies, water purveyors, and other government agencies to ensure groundwater basins are being sustainably managed. We discourage new development when it would create or aggravate groundwater overdraft conditions, land subsidence, or other “undesirable results” as defined in the California Water Code. We require safe yields for groundwater sources covered by the Desert Groundwater Management Ordinance.	No Conflict. BIG’s off-site improvements on unincorporated lands that would remain within the County would not result in any water demand, thus, would not create or aggravate groundwater overdraft conditions, land subsidence, or other “undesirable results” as defined in the California Water Code, as detailed in Section 5.17: Utilities and Service Systems. Therefore, BIG would not conflict with this policy.
Policy IU-3.1 Regional flood control. We maintain a regional flood control system and regularly evaluate the need for and implement upgrades based on changing land coverage and hydrologic conditions in order to manage and reduce flood risk. We require any public and private projects proposed anywhere in the County to address and mitigate any adverse impacts on the carrying capacity and stormwater velocity of regional stormwater drainage systems.	No Conflict. At the request of San Bernardino County Flood Control District, BIG includes widening Lenwood Channel and the Hinkley Road Bridge over the Mojave River (BR 10.5), which are both off-site improvements on unincorporated lands that would remain within the County. As detailed in Section 5.10: Hydrology and Water Quality , with these off-site improvements, all stormwater and surface flows up to the 100-year storm events would be captured on-site and allowed to infiltrate into the ground, allowing it to recharge groundwater flows, or be inflow into the Mojave River. These improvements would function as mitigating design features to reduce adverse impacts on the carrying capacity and stormwater velocity of regional stormwater drainage systems. Other off-site improvements on unincorporated lands that would remain within the County would be within existing rights-of-way, thus, would not impair the flood control system. Therefore, BIG would not conflict with this policy.
Policy IU-3.2 Local Flood Control. We require new development to install and maintain stormwater management facilities that maintain pre-development hydrology and hydraulic conditions.	No Conflict. See consistency analysis for Policy IU-3.1.
Policy IU-3.2 Recreational use. We prefer that stormwater facilities be designed and maintained to allow for regional open space and safe recreation use without compromising the ability to provide flood risk reduction.	No Conflict. BIG’s off-site stormwater facility improvement on unincorporated land that would remain within the County would be widening the existing Lenwood Channel. Lenwood Channel is an existing drainage that is subject to flooding and BIG’s improvements are proposed to alleviate flooding. Lenwood Channel is not currently used for recreational purposes. As detailed in Section 5.10: Hydrology and Water

Table 5.11-8: Countywide Plan (CWP) Policy Plan Analysis – BIG

CWP Policy	BIG Analysis
	Quality , a stormwater drainage facility of this nature is not conducive to recreational use, as it would not be safe or practicable. Therefore, BIG would not conflict with this policy.
Policy IU-3.4 Natural floodways. We retain existing natural floodways and watercourses on County-controlled floodways, including natural channel bottoms, unless hardening and channelization is the only feasible way to manage flood risk. On floodways not controlled by the County, we encourage the retention of natural floodways and watercourses. Our priority is to reduce flood risk, but we also strive to protect wildlife corridors, prevent loss of critical habitat, and improve the amount and quality of surface water and groundwater resources.	No Conflict. The floodways and watercourses traversing the BIG footprint are Mojave River, various ephemeral washes, the Unnamed Stream (Milepost 10.9), and the Lenwood Channel. As detailed in Section 5.10: Hydrology and Water Quality , BIG proposes various infiltration basins throughout BIG’s Specific Plan area including drainage outlets to the Mojave River for 100-year floods. BIG also proposes widening the Mojave River at the Hinkley Road bridge crossing and realigning the existing stream at Milepost 10.9. Lenwood Channel is on unincorporated land that would remain within the County. BIG proposes widening the Mojave River at the Hinkley Road bridge crossing, realigning the existing stream at Milepost 10.9, and widening Lenwood Channel, to better control major flood flows and mitigate any potential increase in existing water surface elevation to the extent possible. BIG would retain the existing natural floodways and water courses on County-controlled floodways or improve conditions in the case of the Lenwood Channel, Mojave River at Hinkley Road, and MP 10.9 Bridge. Therefore, BIG would not conflict with this policy.
TRANSPORTATION & MOBILITY ELEMENT	
See Table 23 through Table 35 of Appendix 5.15 BIG-1 for a listing of applicable CWP policies.	No Conflict. As concluded in the detailed policy evaluation in Table 23 through Table 35 of Appendix 5.15 BIG-1 , BIG would not conflict with applicable programs, plans, ordinances, or policies addressing transportation (i.e., transit, roadway, bicycle, and pedestrian facilities). Therefore, BIG would not conflict with this policy.
NATURAL RESOURCES ELEMENT	
Policy NR-2.5 Stormwater discharge. We ensure compliance with the County’s Municipal Stormwater NPDES (National Pollutant Discharge Elimination System) Permit by requiring new development and significant redevelopment to protect the quality of water and drainage systems through site design, source controls, stormwater treatment, runoff reduction measures, best management practices, low impact development strategies, and technological advances. For existing development, we monitor businesses and coordinate with municipalities.	No Conflict. As discussed in Section 5.17: Utilities and Service Systems , BIG’s off-site rail and non-rail improvements (including stormwater drainage, utility, and circulation/roadway) on unincorporated lands that would remain within the County would be compliant with the Construction General Permit and County Municipal Stormwater NPDES Permit requirements concerning water quality and drainage, as detailed in Section 5.10: Hydrology and Water Quality . Therefore, BIG would not conflict with this policy.

Table 5.11-8: Countywide Plan (CWP) Policy Plan Analysis – BIG

CWP Policy	BIG Analysis
Policy NR 4.1 Preservation of scenic resources. We consider the location and scale of development to preserve regionally significant scenic vistas and natural features, including prominent hillsides, ridgelines, dominant landforms, and reservoirs.	No Conflict. As discussed in Section 5.1: Aesthetics, neither the CWP nor the proposed General Plan designate any scenic vistas that involve or are near the BIG Study Area. areas such, BIG’s off-site improvements on unincorporated lands that would remain within the County would not have an adverse effect on a scenic vista. Therefore, BIG would not conflict with this policy.
Policy NR-6.1 Mineral resource areas. We prioritize the conservation of land area with mineral resources by prohibiting or discouraging development of land that would substantially preclude the future development of mining facilities in areas classified as Mineral Resource Zone (MRZ) 2a, 2b, or 3a.	No Conflict. BIG’s off-site non-rail improvements (including stormwater drainage, utility, and circulation/roadway) on unincorporated lands that would remain within the County, are not proposed within mineral resource areas. Therefore, concerning the off-site non-rail improvements, BIG would not conflict with this policy. As discussed in Section 5.7: Geology, Soils, and Mineral Resources, BIG’s off-site rail improvements (i.e., east, and west leads) would traverse lands classified as MRZ-2b and MRZ-3a. However, the Mineral Resource Evaluation conducted to assess potential impacts (see Appendix 5.7 BIG-2: Mineral Resources Technical Report) found the mineral resources to not be significant, as the MRZ-2b and MRZ-3a zones are almost entirely within the Mojave River, and the aggregate resources are not considered valuable to region. Furthermore, it is unlikely that a mine would be built within the off-site improvements given they are immediately adjacent to existing mainline tracks. Therefore, concerning the off-site rail improvements, BIG would not conflict with this policy.
Policy NR-7.1 Protection of agricultural land. We protect economically viable and productive agricultural lands from the adverse effects of urban encroachment, particularly increased erosion and sedimentation, trespass, and non-agricultural land development.	No Conflict. Portions of the west lead track off-site improvements are within areas designated as Important Farmland. As discussed in Section 5.2: Agriculture and Forestry Resources, a California LESA was conducted to determine if BIG’s conversion of approximately 5 acres of Important Farmland within Site 3 to a non-agricultural use would result in a significant impact. The LESA determined that the conversion of 5 acres of Important Farmland to non-agricultural use would result in a less than significant impact. Therefore, while BIG would be consistent with SCAG’s goal to promote conservation of agricultural lands, it would not constitute a conflict resulting in a significant impact to the environment, based on LESA findings. Further, as concluded in Impact 5.2-5, BIG would not cause a conflict with this County policy given BIG’s proposed off-site improvements (i.e., west lead track improvements) would not involve other changes to the environment, which would result in conversion of Important Farmland to non-agricultural use. Therefore, BIG’s proposed off-site improvements which would remain within the County would not result in adverse impacts to “economically viable and productive agricultural lands.”

Table 5.11-8: Countywide Plan (CWP) Policy Plan Analysis – BIG

CWP Policy	BIG Analysis
Policy NR-7.2 Preservation of important farmlands. We require project applicants seeking to develop 20 or more acres of farmland (classified as prime, of statewide importance, or unique farmland) to non-agricultural uses to prepare an agricultural resource evaluation prior to project approval. The evaluation shall use generally accepted methodologies to identify the potentially significant impact of the loss of agricultural land as well as the economic viability and sustainability of future agricultural use of the property, including long-term sustainability and economic viability of water resources. If the conversion is deemed significant, the County shall require mitigation at a 1:1 ratio of converted to preserved acreage through conservation easements, payment of its valuation equivalent if a fee mitigation program is established, or inclusion in a regional agricultural preservation program.	No Conflict. See consistency analysis for Policy NR-7.1.
CULTURAL RESOURCES ELEMENT	
Policy CR-1.3 Mitigation and avoidance. We consult with local tribes to establish appropriate project-specific mitigation measures and resource-specific treatment of potential cultural resources. We require project applicants to design projects to avoid known tribal cultural resources, whenever possible. If avoidance is not possible, we require appropriate mitigation to minimize project impacts on tribal cultural resources.	No Conflict. As detailed in Section 5.16: Tribal Cultural Resources, impacts to tribal cultural resources as a result of BIG were assessed through consultation with Native American tribes, with support provided via the Cultural Resources Assessment. The results of consultation indicate that all 19 eligible resources which would be impacted by the Project are tribal cultural resources. As such, BIG would incorporate MM BIG CUL-1 through MM BIG CUL-7 in Section 5.5: Cultural Resources, which would require the following: that the 19 eligible sites be subject to Phase III archaeological data recovery (i.e. excavation); that a Cultural Resources Monitoring Plan (CRMP), which would outline requirements for pre-construction sensitivity training, archaeological construction monitoring, and the process for inadvertent discoveries, be prepared prior to ground-disturbing activities; that a pre-construction training take place for all on-site personnel with regard to requirements related to addressing cultural resources during construction; that archaeological and Native American monitors be on site throughout ground-disturbing activities to address inadvertent discoveries; that resources collected via the pre-construction stage data recovery and construction-stage archaeological monitoring be reburied in an area that would not be impacted by future development; and that a public education program for the Barstow area be prepared after BIG is

Table 5.11-8: Countywide Plan (CWP) Policy Plan Analysis – BIG

CWP Policy	BIG Analysis
	concluded that provides information related to the Serrano (Maara'yam) people indigenous to the area.
Policy CR-2.3 Paleontological and archaeological resources. We strive to protect paleontological and archaeological resources from loss or destruction by requiring that new development include appropriate mitigation to preserve the quality and integrity of these resources. We require new development to avoid paleontological and archeological resources whenever possible. If avoidance is not possible, we require the salvage and preservation of paleontological and archeological resources.	No Conflict. A summary of impacts and mitigation for archaeological resources is provided above. As detailed in Section 5.7: Geology, Soils, and Mineral Resources, the BIG study area was found to have high paleontological sensitivity. Implementation of BIG therefore has the potential to destroy a unique paleontological resource or unique geologic feature, resulting in a potentially significant impact. MM BIG GEO-1 through MM BIG GEO-3 would be implemented. Mitigation requires preparation of a Paleontological Resources Impact Mitigation Program (PRIMP); monitoring of all ground disturbing activity, and that any recovered resources be salvaged and preserved in conformance with this policy.
HAZARDS ELEMENT	
Policy HZ-1.2 New development in environmental hazard areas. We require all new development to be located outside of the environmental hazard areas listed below. For any lot or parcel that does not have sufficient buildable area outside of such hazard areas, we require adequate mitigation, including designs that allow occupants to shelter in place and to have sufficient time to evacuate during times of extreme weather and natural disasters. ▪ Flood: 100-year flood zone, dam/basin inundation area ▪ Geologic: Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized), existing and County-identified landslide area, moderate to high landslide susceptibility area) ▪ Fire: high or very high fire hazard severity zone	No Conflict. <u>Flood Hazards:</u> As discussed in Section 5.10: Hydrology and Water Quality, the Lenwood Channel, which is an off-site improvement on unincorporated land that would remain within the County, is currently within the FEMA 100-year flood zone. BIG proposes widening Lenwood Channel, to better control major flood flows and mitigate any potential increase in existing water surface elevation to the extent possible, thus, flooding in this area would be reduced. <u>Geologic Hazards:</u> As discussed in Section 5.7: Geology, Soils, and Mineral Resources, BIG's off-site improvements on unincorporated lands that would remain within the County are not in Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized), existing and County-identified landslide area, moderate to high landslide susceptibility area). However, a BIG off-site improvement (i.e., east lead tracks) is crossed by the Lenwood-Lockhart fault that has shown signs of creep and is part of a larger fault system. If site-specific studies encounter potentially significant earthquake activity at this location, BIG would include design features in compliance with applicable seismic safety standards that would reduce the potential effect of fault rupture. <u>Fire Hazards:</u> As discussed in Section 5.9: Hazards, Hazardous Materials, and Wildfire, BIG's off-site improvements on unincorporated lands that would remain within the County are not in a high or very high fire hazard severity zone. Therefore, BIG would not conflict with this policy.

Table 5.11-8: Countywide Plan (CWP) Policy Plan Analysis – BIG

CWP Policy	BIG Analysis
Policy HZ-1.8 Wind erosion hazards. We require new development in medium-high or high wind erosion hazard areas to minimize the effects of wind-blown soil through building and site design features such as fencing, surface treatment or pavement, attenuation or wind barriers, architectural features, building materials, and drought resistant landscaping.	No Conflict. BIG lies within the Medium-High wind erosion hazard area. BIG’s off-site improvements on unincorporated lands that would remain within the County are within existing rail and non-rail rights-of-way and would include loose soils susceptible to wind erosion. Lead tracks and bridge/culvert improvements are not generally susceptible to wind erosion, given these structures are built to accommodate frequent use by freight trains. Therefore, as detailed in Section 5.7: Geology, Soils, and Mineral Resources, BIG would not conflict with this policy.
Policy HZ-1.9 Hazard areas maintained as open space. We minimize risk associated with flood, geologic, and fire hazard zones or areas by encouraging such areas to be preserved and maintained as open space.	No Conflict. See response to Policy HZ-1.2 above, concerning BIG’s off-site improvements on unincorporated lands that would remain within the County and their potential to be within geologic, flood, or fire hazard zones. Additionally, the proposed Lenwood Channel widening would be a continuation of an existing land use that would occur within/immediately adjacent to the existing channel footprint, which is used for stormwater control and not as open space. Therefore, BIG would not conflict with this policy.
Policy HZ-1.12 Local hazard implementation plan. We require adherence to the goals, objectives and actions in the Multi-jurisdictional Hazard Mitigation Plan and subsequent amendments to reduce and mitigate damages from hazards in the County.	No Conflict. BIG would adhere to the requirements of the Multi-jurisdictional Hazard Mitigation Plan and subsequent amendments to reduce and mitigate damages from hazards in the County. Additionally, BIG’s lead tracks, which are off-site improvements on unincorporated lands that would remain within the County, would be built and maintained in accordance with FRA § 213.37 which ensures that vegetation on railroad property does not become a fire hazard to track-carrying structures; obstruct the visibility of railroad signs and signals; interfere with railroad employees performing normal trackside duties; prevent proper functioning of signal and communication lines; or prevent railroad employees from visually inspecting moving equipment from their normal duty stations. Additionally, BIG lead tracks would comply with FRA § 213.233 and § 213.235, which regard track safety inspections and the inspection of switches, track crossings, lift rail assemblies and any other transition devices on moveable bridges, respectively. BIG would be built and maintained in accordance with California Public Utilities Commission (CPUC) General Order 3 which includes provisions for safe and adequate walkways adjacent to tracks in switching areas that are free from obstructive vegetation. Furthermore, BIG would comply with all federal policies, as listed in Section 5.9: Hazards, Hazardous Materials, and Wildfire, and procedures to minimize potential hazards in the County. Therefore, BIG would not conflict with this policy.

Table 5.11-8: Countywide Plan (CWP) Policy Plan Analysis – BIG

CWP Policy	BIG Analysis
Policy HZ-1.13 Fire protection planning. We require that all new development in County-designated Fire Safety Overlay and/or CALFIRE-designated Very High Fire Hazard Severity Zones meet the requirements of the California Fire Code and the California Building Code as amended by the County Fire Protection District, including Title 14 of the California Code of Regulations fire safety requirements for any new development within State Responsibility Areas, as well as provide and maintain a Fire Protection Plan or Defensible Space/Fuel Modification Plan and other pre-planning measures in accordance with the County Code of Ordinances.	No Conflict. BIG’s off-site improvements on unincorporated lands that would remain within the County are not located within County-designated Fire Safety Overlay or CALFIRE-designated Very High Fire Hazard Severity Zones. Notwithstanding, BIG would be built according to CFC and the CBC as amended by the County Fire Protection District, including CCR Title 14 fire safety requirements and would provide and maintain a Fire Protection Plan. Therefore, BIG would not conflict with this policy.
Policy HZ-1.14 Long-term fire hazard reduction. We require proactive vegetation management/ hazard abatement to reduce fire hazards on existing private properties, along roadsides of evacuation routes out of wildfire prone areas, and other private/public land where applicable, and we require new development to enter into a long-term maintenance agreement for vegetation management in defensible space, fuel modification, and roadside fuel reduction in the Fire Safety Overlay and/or Very High Fire Hazard Severity Zones.	No Conflict. As mentioned above, BIG’s off-site improvements on unincorporated lands that would remain within the County are not located within or nearby a fire hazard zone. However, BIG would be built in accordance with FRA § 213.37 which ensures that vegetation on railroad property does not become a fire hazard to track-carrying structures; obstruct the visibility of railroad signs and signals; interfere with railroad employees performing normal trackside duties; prevent proper functioning of signal and communication lines; or prevent railroad employees from visually inspecting moving equipment from their normal duty stations. Additionally, BIG would comply with FRA § 213.233 and § 213.235, which require track safety inspections and inspection of switches, track crossings, lift rail assemblies and any other transition devices on moveable bridges. BIG would be built and maintained in accordance with CPUC General Order 3 which includes provisions for safe and adequate walkways adjacent to tracks in switching areas that are free from obstructive vegetation. Therefore, BIG would not conflict with this policy.
Policy HZ-2.9 Control sound at source We prioritize noise mitigation measures that control sound at the source before buffers, soundwalls, and other perimeter measures.	No Conflict. BIG locomotives would limit idling per applicable regulatory requirements. The vast majority of containers arriving at BIG would arrive by train rather than truck, and BIG would have an onsite grade-separated overpass for electric hostlers to dray containers between the transload warehouse center and intermodal facility. These measures substantially reduce potential noise generated by trucks.
Source: County of San Bernardino. 2020a. <i>Countywide Plan</i>. https://countywideplan.com/policy-plan/.	

Codified Ordinances of the County of San Bernardino

Table 5.11-9: County Code Consistency Analysis – BIG includes an analysis of potential conflicts with County Code standards adopted for the purpose of avoiding or mitigating an environmental effect concerning operations of BIG off-site improvements on unincorporated lands that would remain within the County under the Project.

Table 5.11-9: County Code Consistency Analysis – BIG	
Code	Consistency Analysis
County Code Title 8: Development Code. The purpose of the County Development Code is to implement the CWP by classifying and regulating the uses of land and structures within the unincorporated County; preserving and protecting the County's important agricultural, cultural, natural, open space, and scenic resources; and by protecting and promoting the public health, safety, comfort, convenience, prosperity, and general welfare of the County's residents and businesses	No Conflict. Table 5.11-12: Off-site Improvements City Zoning Consistency Analysis – BIG presents BIG's existing County zoning, and indicates the zoning for the off-site improvements occurring within the County, which would remain within the County (i.e., would not be annexed) and indicates BIG's proposed off-site improvements would not conflict with County zoning. Therefore, BIG would not conflict with County Code Title 8 standards and a less than significant impact would occur.
County Code Chapter 63.0101: Adoption of California Building Code. The CBC has been amended and adopted as Chapter 63.0101, of the County Building Regulations (County Building Code). This regulates all building and construction projects within County limits and implements a minimum standard for building design and construction. These minimum standards include specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities including drainage and erosion control.	No Conflict. BIG's off-site improvements would be designed and constructed to meet the County's amended and adopted Building Code, which regulates standards for seismic safety, excavation, foundations, retaining walls, and site demolition. Therefore, BIG would not conflict with County Code Chapter 63.0101.
County Code Title 8 Division 5 Chapter 85.07: Flood Hazard Development Reviews. This chapter requires a Floodplain Development Standards Review before approval of a land use application or issuance of a development permit in specified flood areas or where required by the Director of Public Works or the Building Official.	No Conflict. BIG's off-site stormwater drainage improvements are proposed at Lenwood Channel and the bridge over Hinkley Road. These proposed improvements would be reviewed through the County's entitlement process to verify compliance with the applicable floodplain development standards. Therefore, BIG would not conflict with Title 8.
County Code Chapter 86.04: Floodplain Administrator. This chapter establishes the responsibilities of the floodplain administrator who administers and implements the flood management provisions.	No Conflict. BIG's proposed off-site improvements on unincorporated lands that would remain within the County in floodplains (Lenwood Channel and the bridge over Hinkley Road) would adhere to County standards and be submitted to the County Floodplain Administrator for review.
County Code Chapter 87.05: Dedications and Exactions. This Chapter establishes standards for dedications, reservations, or the payment of fees, in conjunction with subdivision approval.	No Conflict. BIG's proposed off-site street vacations and dedications on unincorporated lands that would remain within the County would comply with applicable County provisions and pay the appropriate fees to the County.
Sources: County of San Bernardino. 2023. San Bernardino County Development Code.	

Table 5.11-8 and **Table 5.11-9** show that operations concerning BIG off-site improvements on unincorporated lands that would remain within the County under the Project would not conflict with relevant County Code standards. Therefore, BIG operations at off-site improvements on unincorporated lands that would remain within the County under the Project would not cause an environmental impact due to a conflict with a CWP policy or County Code standard. A less than significant impact would occur, and no mitigation is required.

Proposed General Plan and Zoning

An approximately 2,676-acre portion of the approximately 4,300-acre BIG Specific Plan area would occur on land that is currently within unincorporated County jurisdiction but that would be annexed to the City under the proposed General Plan (see **Table 5.11-3: 2015 General Plan Land Use Designations – BIG**). As such, the entirety of the BIG Specific Plan area would be subject to the City’s proposed General Plan goals and policies and Barstow Code regulations and standards. Additionally, the BIG Specific Plan would establish the site-specific zoning regulations and development standards for the approximately 4,300-acre BIG Specific Plan area.

Additionally, approximately 220 acres of BIG’s off-site improvements would occur on land that is currently within City jurisdiction and that would remain within the City under the Project. As such, these off-site improvements would be subject to the proposed General Plan goals and policies and Barstow Code regulations and standards. BIG’s proposed off-site rail and non-rail (including stormwater drainage, transportation and bridge, and utility) improvements are described in detail in **Section 3.0**. BIG’s proposed on- and off-site transportation improvements, and transportation modifications on sites remaining within the City are depicted in **Figure 5.15-2** and **Figure 5.15-3** and discussed in **Appendix 5.15 BIG-2**. The following BIG off-site rail and non-rail improvements would also be on sites remaining within the City:

Rail Improvements

- East Lead

Non Rail Improvements

- **Bridges:** Bridge 6.5A and Bridge 4.3
- **Stormwater Drainage:** Lenwood Channel widening
- **Utility:** Tortilla Substation upgrades and Main Street sewer line replacement

Table 5.11-10: Proposed General Plan Consistency – BIG includes an analysis of BIG’s consistency with the proposed General Plan policies adopted for the purpose of avoiding or mitigating an environmental effect, with proposed policies included verbatim.

Table 5.11-10: Proposed General Plan Consistency – BIG

Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
Policy LU-1.1 Land Use Compatibility. Require that new development be located, buffered, and designed to avoid or reduce (to an acceptable level), negative impacts on existing conforming uses and adjacent neighborhoods. Require that new residential development be located, buffered, and designed so as to not hinder the economic viability and continuity of areas planned for nonresidential uses. [EJ-P/AQ]	No Conflict. BIG Specific Plan’s proposed improvements would be located, buffered, and designed to avoid or reduce negative impacts on existing conforming uses and adjacent neighborhoods. The BIG Specific Plan is proposed in the far western part of the City, as far as practicable from other land uses. BIG’s configuration is scaled to and buffered from the proposed uses. For example, BIG provides elevation differences between the rail yard and surrounding land uses, electric cargo-handling equipment where feasible, and other features described in Section 3.0: Project Description . Further, BIG Specific Plan Section 3 includes development standards to reduce BIG’s impact on existing uses. Finally, BIG is subject to mitigation measures as listed throughout this EIR. Therefore, the BIG Specific Plan would not conflict with Policy LU-1.1.	No Conflict. BIG’s off-site improvements within the City (i.e., rail, drainage, utility, and transportation and bridge improvements) would be located, buffered, and designed to avoid or reduce negative impacts on existing conforming uses and adjacent neighborhoods given the nature and location of the proposed improvements. The improvements are largely utility and infrastructure improvements located along existing facilities with similar uses or within rights-of-way. As utility and infrastructure improvements, BIG off-site improvements are scaled to meet the operational needs of the BIG Specific Plan and designed to meet applicable standards. The off-site improvements are also subject to mitigation measures as listed throughout this EIR. Therefore, BIG’s off-site improvements within the City would not conflict with Policy LU-1.1.
Policy LU-1.2 Land Use Map Consistency. Proposed development that would not conflict with the Land Use Map (i.e., it does not require a change in Land Use Designation), to be generally compatible and consistent with surrounding land uses. Additional site, building, and landscape design treatment, per other policies in the General Plan and development standards in the Development Code, may be required to further enhance compatibility with surrounding land uses.	No Conflict. The BIG Specific Plan would not conflict with the City’s General Plan Land Use Map as the land is designated General Industrial and would be generally compatible and consistent with surrounding land uses. The proposed General Plan would include and allow for the BIG Specific Plan. Further, the BIG Specific Plan provides Design Guidelines and Development Standards to enhance compatibility with surrounding land uses while also reinforcing the efficiencies of the operations within the BIG Specific Plan. Therefore, the BIG Specific Plan would not conflict with Policy LU-1.2.	No Conflict. As outlined in Barstow Code § 19.18.020, the proposed off-site rail and drainage improvements would be permitted uses within the I and O zones, respectively. Therefore, these improvements would not conflict with existing City zoning. Off-site utility improvements (i.e., Tortilla Substation Upgrades and Main Street Sewer Line Replacement) would occur within City rights-of-way. As outlined in Barstow Code § 19.24.110, the provisions within the Barstow Code are not intended to limit or interfere with the use of property for the installation, maintenance and operation of public utility pipelines and under aerial transmission and supply lines, when located in accordance with the applicable rules and regulations of the California Public Utilities

Table 5.11-10: Proposed General Plan Consistency – BIG

Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
		Commission (CPUC) within rights-of-way, easements, franchises or other ownerships of such public utilities. Therefore, BIG's off-site improvements would not conflict with Policy LU-1.2.
Policy LU-1.4 Nonresidential West of 15/58. Plan and prioritize undeveloped areas west of Highway 58 and Interstate 15 for non-residential uses to promote land use compatibility, protect and enhance residential neighborhoods, and maintain the viability of commercial and industrial businesses for the community's present and future economic viability. [EJ-P/AQ]	No Conflict. The BIG footprint is located west of SR-58 and I-15 and does not propose residential uses. BIG is located away from existing residential communities. As such, the BIG Specific Plan would not conflict with Policy LU-1.4.	No Conflict. BIG off-site improvements (i.e., rail, drainage, utility, and transportation and bridge improvements) would not preclude the establishment of non-residential uses west of SR-58 and I-15 as they would be located within existing rights-of-way. Therefore, BIG's off-site improvements would not conflict with Policy LU-1.4.
Policy LU-1.5 Industrial Amendments. Prohibit amendments to the Land Use Map for General Industrial within Central Barstow, which is where the vast majority of Barstow residents live, shop, recreate, worship, and go to school. Permit amendments to the Land Use Map for General Industrial within 500 feet of the Lenwood community only when associated with a specific plan that includes appropriate buffering. [EJ-P/AQ]	No Conflict. BIG does not propose a Land Use Map amendment within Central Barstow. BIG does propose a Land Use Map amendment within 500 feet of the Lenwood community to change the zoning from Specific Plan to BIG Specific Plan. The BIG Specific Plan includes appropriate buffering policies as detailed in Section 3: Development Standards and Section 4: Design Guidelines. As such, the BIG Specific Plan would not conflict with Policy LU-1.5.	No Conflict. BIG's off-site improvements (i.e., rail, drainage, utility, and transportation and bridge improvements) would not require amendments to the Land Use map for General Industrial within Central Barstow. Therefore, BIG's off-site improvements would not conflict with Policy LU-1.5.
Policy LU-2.3 Concurrent Infrastructure and Services. Approve development only when necessary infrastructure and services will be available and provided prior to or concurrent with occupancy.	No Conflict. The BIG Specific Plan proposes to develop all infrastructure necessary and provide sufficient services to implement the BIG Specific Plan including, but not limited to, water, sewer, and stormwater drainage. For publicly provided services (e.g., solid waste disposal, fire, and police protection services), BIG would pay into relevant funds via development impact fees. For privately provided services, these would be included in the development and design plans for BIG and would be made at cost to the developer or BNSF. Prior to the issuance of certificates of occupancy, the City	No Conflict. Due to the nature of the off-site rail and utility improvements, which would provide necessary infrastructure and services to the BIG Specific Plan development, the off-site improvements would not require additional infrastructure and services to be operational. Therefore, BIG's off-site improvements would not conflict with Policy LU-2.3.

Table 5.11-10: Proposed General Plan Consistency – BIG

Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
	would confirm that all applicable infrastructure and services are adequately constructed or operating. Development of the appurtenant infrastructure and services would occur concurrently with the development of BIG. As such, the BIG Specific Plan would not conflict with Policy LU-2.3.	
Housing		
Policy H-3.6 Protect the health of residential neighborhoods by addressing and remediating environmental contamination, installing active transportation improvements, protecting residents from noise, and maintaining water quality, to the extent feasible. [EJ-SH/PF/P/AQ]	No Conflict. As concluded in Section 5.9: Hazards and Wildfire, BIG construction of BIG includes the demolition of existing contaminated properties and management of existing soil and water contamination. The BIG Specific Plan would install active transportation improvements. As discussed in Section 5.15: Transportation, BIG would construct roadway, bicycle, and pedestrian facilities as needed for compliance with the planned roadway facilities that are identified in the relevant adopted policies, plans, ordinances, and programs, along the BIG Specific Plan’s frontage. As discussed in Section 5.10: Hydrology and Water Quality, BIG construction and operations would comply with applicable federal, State, and City regulations, which include requirements for BMPs to maintain water quality. As discussed in Section 5.12: Noise and Vibration, BIG construction and operations would generate short- and long-term noise, which would be below established thresholds resulting in less than significant impacts, except concerning pile driving and 33kv construction. Pile driving for railroad bridges would exceed nighttime noise standards for residential uses. BIG includes all feasible mitigation for construction noise as	No Conflict. Construction of BIG’s off-site improvements would be required to comply with various federal, State, and local regulations, including the Barstow Code, which address environmental impacts such as noise, water quality, and hazards and hazardous materials. However, construction of the off-site 33 kV line, east lead tracks, Lenwood Channel improvements, and pile driving for railroad bridges would result in substantial noise impacts to nearby residents. BIG includes all feasible mitigation for construction noise as described in Section 5.12: Noise and Vibration. Therefore, BIG’s off-site improvements would not conflict with Policy H-3.6.

Table 5.11-10: Proposed General Plan Consistency – BIG

Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
	described in Section 5.12 . Therefore, the BIG Specific Plan would not conflict with Policy H-3.6.	
Public Facilities and Services		
Policy PFS-1.1 Reliable Access to Water. Require new lots that are within 200 feet of existing water service to be connected to an urban water supplier or County-regulated public water system to ensure a clean and resilient supply of potable water, even during cases of prolonged drought.	No Conflict. The BIG Specific Plan operational potable water demands would be provided by direct connections to facilities owned and operated by Golden State Water Company (GSWC). The transload warehouse center would connect to an existing main within Jasper Road at the east end of the BIG footprint. BIG's rail yard would connect to an existing water main on the east end of the BIG footprint near Lenwood Road on the south side of Main Street. The BIG Specific Plan would not conflict with Policy PFS-1.1 as new lots that are within 200 feet of existing water service would be connected to the permanent water facilities and other lots can use a well that is approved by the County.	Not Applicable. The off-site improvements would occur within the existing right-of-way and would not require access to water. Due to unoccupied nature of the off-site improvements, access to water is not required. Therefore, Policy PFS-1.1 is not applicable.
Policy PFS-1.3 Water Conservation. Encourage water-conserving site design and the use of water-conserving fixtures, and advocate for the adoption and implementation of water conservation strategies by water service agencies.	No Conflict. BIG Specific Plan operations would be subject to compliance with various regulations concerning water conservation to minimize BIG's operational water demands. The BIG Specific Plan addresses water conservation in Chapter 4.5, Design Guidelines, which calls for the use of native and/or drought-tolerant species in landscaped areas. Finally, a Water Supply Assessment (see Appendix 5.17 BIG-2) was prepared for BIG, which confirmed that sufficient potable (construction and operational) water supplies would be available to serve BIG and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, the BIG Specific Plan would not conflict with Policy PFS-1.3.	No Conflict. BIG off-site improvement construction would be performed in accordance with Barstow Code Chapter 13.40: Water Conservation Plan, the Construction General Stormwater Permit and all other associated requirements pertaining to water conservation. Therefore, BIG's off-site improvements would not conflict with Policy PFS-1.3.

Table 5.11-10: Proposed General Plan Consistency – BIG

Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
Policy PFS-1.4 Sewer System Connection. Require new lots that are within 200 feet of existing sewer service and/or smaller than one-half acre to be served by a sewer system. Sewer service may be required for larger lot sizes depending on local soil and groundwater conditions.	No Conflict. The BIG Specific Plan would construct several sewer lines within the BIG footprint which would connect with existing sewer mains located within Main Street (18-inch diameter), Lenwood Road (8-inch diameter), and Jasper Road (27-inch diameter). Buildings within the BIG footprint would connect to new or existing sewer systems. As such, the BIG Specific Plan would not conflict with Policy PFS-1.4.	No Conflict. BIG off-site improvements would provide the BIG Specific Plan area with adequate connection to the existing City sewer system. Therefore, BIG's off-site improvements would not conflict with Policy PFS-1.4.
Policy PFS-1.7 Flood Control. Maintain the local storm drain system to convey a 100-year storm and collaborate with the San Bernardino County Flood Control District and other state and federal agencies to maintain regional flood-control infrastructure to minimize flood damage.	No Conflict. All stormwater drainage infrastructure would be designed to maintain regional flood-control infrastructure to minimize flood damage. BIG would also widen Lenwood Channel and the Hinkley Road crossing of the Mojave River, improving flood conditions compared to existing conditions. As such, the BIG Specific Plan would not conflict with Policy PFS-1.7.	No Conflict. BIG's off-site improvements include widening Lenwood Channel in collaboration with the San Bernardino Flood Control District to better control major flood flows and mitigate any potential increase in existing water surface elevation to the extent possible, thus, flooding in this area would be reduced. These improvements, though they would be located within the floodway, would reduce flooding by expanding the Lenwood Channel and constructing crossings to the latest design standards. Therefore, BIG's off-site improvements would not conflict with Policy PFS-1.7.
Policy PFS-1.11 Coordination on Improvements in the Right-of-Way. Encourage and facilitate coordination between entities responsible for infrastructure, telecommunications, and utilities so that improvements are made concurrently or in such a manner that minimizes disruption to rights-of-way, complies with the City's trenching and street protection policies, and reduces costs.	No Conflict. BIG proposes to relocate and construct new infrastructure, telecommunications, and utilities. These relocations/construction would include a Traffic Control Plan (TCP) to minimize disruption to rights-of-way. All improvements would be made in a manner that minimizes disruption to rights-of-way and reduces costs. Therefore, the BIG Specific Plan would not conflict with Policy PFS-1. 11.	No Conflict. Development of BIG's off-site improvements would be conducted in collaboration with the City to minimize disruption of rights-of-way and to ensure compliance with the Barstow Code. Therefore, BIG's off-site improvements would not conflict with Policy PFS-1.11.
Circulation and Mobility Element		
Policy CM-1.1 Level of Service. Strive to maintain a citywide level of service (LOS) standard not exceeding LOS D for roadways and LOS C for City-	No Conflict. The BIG Specific Plan would comply with the City LOS standard. Roadway segments would function at LOS C and intersections at LOS D	No Conflict. BIG Specific Plan off-site improvements would comply with the City LOS standard. Roadway segments would function at LOS C and intersections

Table 5.11-10: Proposed General Plan Consistency – BIG

Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
controlled intersections for weekday peak. Allow LOS D for intersections in the downtown in recognition of the built-out nature and desire for lower speeds for safety (motorist, bicyclist, or pedestrian), and greater business exposure.	during BIG operation. Therefore, the BIG Specific Plan would not conflict with Policy CM-1.1. Note that LOS is not an environmental impact under CEQA.	at LOS D during BIG operation. Therefore, the BIG off-site improvements would not conflict with Policy CM-1.1. Note that LOS is not an environmental impact under CEQA.
Policy CM-1.2 Regional Network. Support the development of regional transportation facilities that ensure the safe and efficient movement of people and goods between the city and outside areas, accommodating regional travel demands while minimizing adverse transportation impacts on Barstow residents and businesses.	No Conflict. The BIG Specific Plan in nature is a regional transportation facility and would improve the efficient movement of goods between the City and outside areas. The BIG Specific Plan would include an intermodal facility and transload warehouse center, which would operate together to create a new “cross-dock intermodal” transportation mode that would increase the competitiveness of rail transport over heavy-duty truck transport cross country, as well as a block swap yard which would optimize train lengths and synchronize trains to their destinations, improving east and westbound train efficiency. As such, the BIG Specific Plan would not conflict with Policy CM-1.2.	No Conflict. BIG’s off-site improvements would facilitate development of the BIG Specific Plan area with railway and logistics facilities that would contribute to the safe and efficient movement of goods between the City and outside areas. Therefore, BIG’s off-site improvements would not conflict with Policy CM-1.2.
Policy CM-1.6 Fair Share of Transportation Improvements. Require new development to pay a fair share of needed transportation improvements based on a project’s impacts on the City’s motorized and non-motorized transportation networks.	No Conflict. The BIG Specific Plan would be conditioned to make several improvements to the existing City roadway network and would pay into fair share costs for other improvements needed to address BIG impacts. As such, the BIG Specific Plan would not conflict with Policy CM-1.6.	No Conflict. BIG’s off-site improvements would facilitate the implementation of the BIG Specific Plan. The BIG Specific Plan would be conditioned to make several improvements to the existing roadway network of the City and would pay into fair share costs for other improvements. Therefore, BIG’s off-site improvement would not conflict with Policy CM-1.6.
Policy CM-1.7 Bridges and Rail Crossings. Coordinate with regional, state, and federal agencies as well as BNSF to provide and maintain multiple options for vehicles to safely cross the Mojave River and railway facilities, even during 100-year flooding and seismic events.	No Conflict. BIG would construct/reconstruct several railway crossings, bridges, and other roadway infrastructure to facilitate the movement of vehicles across the Mojave River and railway facilities even during 100-year flooding and seismic events. These improvements would be made to	No Conflict. BIG’s off-site improvements would facilitate the implementation of the BIG Specific Plan. BIG’s off-site improvements would include various off-site circulation and roadway improvements that would maintain multiple options for vehicles to safely cross the Mojave River and

Table 5.11-10: Proposed General Plan Consistency – BIG

Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
	accommodate the 100-year storm event as required by the County Stormwater Manual. As such, the BIG Specific Plan would not conflict with Policy CM-1.7.	railway facilities, even during 100-year flooding and seismic events. As such, the BIG Specific Plan would not conflict with Policy CM-1.7
Policy CM-2.6 Design of New Facilities. Design new streets and streetscape improvements to accommodate vehicles, transit, bicycles, and pedestrians based on a combination of the land use and roadway context to promote safety and efficiency for all users.	No Conflict. The BIG Specific Plan includes a circulation plan which accommodates the movement of trucks, automobiles, and other machinery which would operate within the BIG footprint, as detailed in BIG Specific Plan Section 2.2. This includes improvements to existing roadways, such as Main Street, with bike lanes and sidewalks. Internal circulation would be designed based on demand and expected use. As such, the BIG Specific Plan would not conflict with Policy CM-2.6.	No Conflict. BIG's off-site improvements (i.e., rail, drainage, utility, and transportation and bridge improvements) would facilitate the development of the BIG Specific Plan. The BIG Specific Plan includes a circulation plan and off-site roadway improvements that accommodates the movement of trucks, automobiles, and other machinery which would operate within the BIG footprint. Therefore, BIG's off-site improvements would not conflict with Policy CM-2.6.
Policy CM-2.8 Access Management. Minimize access points and curb cuts along primary and secondary arterials and in the proximity of an intersection to improve traffic flow and safety for vehicles, pedestrians, and bicycles. Eliminate and/or consolidate driveways when new development occurs or when traffic operation or safety warrants.	No Conflict. The BIG Specific Plan circulation plan, as detailed in Section 2.2, identifies Main Street and Lenwood Road as primary arterial roadways and Jasper Road and Hinkley Road as secondary arterial roadways and prioritizes the minimization of access points along these roads near intersections. BIG would have consolidated primary driveways and roadways, which would serve as collectors in the internal circulation of BIG. As such, the BIG Specific Plan would not conflict with Policy CM-2.8.	No Conflict. BIG's off-site improvements would include several roadway and bridge improvements which would improve the circulation of BIG. Therefore, BIG's off-site improvements would not conflict with Policy CM-2.8.
Policy CM-2.9 Site Design. Require new development to incorporate amenities and pathways so that pedestrians and bicyclists can access the site and onsite businesses safely and conveniently from the public right-of-way and parking areas.	No Conflict. Each building within BIG would be required to have Americans with Disabilities Act paths of travel for all areas generally accessible to the public. Additionally, BIG would include shading and pathways for employees, as detailed in Chapter 4.5 General Design Guidelines. As such, the BIG Specific Plan would not conflict with Policy CM-2.9.	Not Applicable. BIG's off-site improvements are utility and infrastructure improvements within areas that already contain similar infrastructure. These utility and infrastructure areas are not intended for public access. Therefore, Policy CM-2.9 is not applicable.

Table 5.11-10: Proposed General Plan Consistency – BIG

Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
Policy CM-2.10 VMT Reduction. Promote new development and transportation demand management (TDM) strategies that will reduce household and employment vehicle miles traveled (VMT). Prioritize the implementation of TDM strategies over the expansion of roadway capacity.	No Conflict. As concluded in Table 5.15-15: BIG VMT Effects Summary , BIG's Home-Based Work VMT per Worker is forecast to be less than the Citywide average Home-Based Work VMT per Worker under Horizon Year 2048 conditions. Therefore, BIG would have a less than significant VMT impact according to the City's Project Threshold. Additionally, the Citywide total daily VMT/SP is forecast to be lower with BIG than the No BIG baseline under the Horizon Year 2048 conditions. Therefore, BIG would have a less than significant cumulative VMT impact according to the City's Cumulative Threshold. As such, the BIG Specific Plan would not conflict with Policy CM-2.10.	No Conflict. BIG's off-site improvements (i.e., rail, drainage, utility, and transportation and bridge improvements) would facilitate the development of the BIG Specific Plan and would not generate VMT. As concluded in the BIG Specific Plan consistency analysis for this policy, BIG would have a less than significant VMT impact according to the City's Project Threshold and a less than significant cumulative VMT impact according to the City's Cumulative Threshold. Therefore, BIG's off-site improvements would not conflict with Policy CM-2.10.
Policy CM-3.2 Truck Parking. Require new truck-intensive land uses to design and incorporate space and facilities in order to reduce truck parking and idling in the public rights-of-way (ROWs); exceptions may be allowed for portions of ROWs entirely surrounded by land designated as General Industrial. Prohibit truck parking except on property designated for General Industrial or General Commercial along Interstate 15 south of State Route 58. [EJ-P/AQ]	No Conflict. BIG is designed to reduce truck idling or parking in public rights-of-way by providing sufficient truck facilities. The rail yard would provide parking spaces for wheeled chassis storage and stacked spaces, as well as warehouse staging areas so that trucks can leave containers/chassis. As such, the BIG Specific Plan would not conflict with Policy CM-3.2.	Not Applicable. BIG's off-site improvements (i.e., rail, drainage, utility, transportation and bridge improvements) would not directly provide new truck-intensive land uses. Therefore, Policy CM-3.2 is not applicable.
Policy CM-3.3 Train Facilities. Support improvements to roadways and rail facilities that increase the efficiency of goods movement; enhance the safety of rail operations, motor vehicles, and non-motorized modes of mobility; and limit noise and vibration impacts on sensitive land uses.	No Conflict. BIG would include a block swap yard which would synchronize trains to their destinations, improving east and westbound train efficiency. BIG is a regional transportation facility and would improve the efficient movement of goods between the City and outside areas. As such, BIG would not conflict with Policy CM-3.3.	No Conflict. BIG's off-site improvements to roadways and rail facilities would facilitate implementation of the BIG Specific Plan. Upon development of the BIG Specific Plan area, efficiency of goods movement throughout the region would be increased. Therefore, BIG's off-site improvements would not conflict with Policy CM-3.3.

Table 5.11-10: Proposed General Plan Consistency – BIG

Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
SAFETY ELEMENT		
Policy S-1.3 Building Design and Location. Require new development to design and build in accordance with current standards for seismic, landslide, fire, and flood safety. Encourage building designs and locations that reduce exposure of structures and occupants to natural hazards, including windblown sand, and enable occupants to shelter in place during disasters.	No Conflict. The BIG Specific Plan incorporates and requires compliance with numerous development standards; see BIG Specific Plan Section 4 and Section 5. Uses within the Rail Overlay are governed by federal law. Further, all development within the BIG footprint would be required to comply with the current California Building Code (CBC) which provides standards pertaining to the safe development and design of building and non-building structures, retaining walls, and other features. Compliance with all applicable laws, rules, and ordinances, related to seismic, landslide, fire, and flood safety would ensure compliance with this policy. As such, the BIG Specific Plan would not conflict with Policy S-1.3.	No Conflict. BIG's off-site improvements would be designed to comply with the latest CBC, the Barstow Code, and all other applicable federal, State, and local policies and regulations. BIG's off-site improvements would not include the development of any new structures and, additionally, no component of BIG's off-site improvements would be occupied. Therefore, BIG's off-site improvements would not conflict with Policy S-1.3.
Policy S-1.4 Utility Hardening. Coordinate with service providers to ensure that new utilities are designed to accommodate ground settlement and to be resilient to risks associated with flood, high wind, blow sand, seismic, and fire events. Encourage retrofitting of existing utilities to improve resilience and ensure that utilities remain operational during emergencies.	No Conflict. Any utilities to be constructed by BIG would be owned and operated by service providers and designed and constructed according to all applicable design standards, such as the CBC. As such, the BIG Specific Plan would not conflict with Policy S-1.4.	No Conflict. Any utilities to be constructed by BIG would be owned and operated by service providers and designed and constructed according to all applicable design standards, such as the CBC. Therefore, BIG's off-site improvements would not conflict with Policy S-1.4.
Policy S-1.6 Critical Facilities in Flood and Earthquake Zones. Prohibit the construction of new critical facilities and hazardous materials uses within mapped 100- or 200-year flood zones and Alquist-Priolo Fault Zones unless a proposed location is otherwise necessary and alternative locations are infeasible. If new critical facilities must be constructed in these areas, require that they be designed to include structural and site design elements that go beyond current building	Not Applicable: The BIG Specific Plan does not propose critical facilities such as fire stations, police stations, water treatment plants, hospitals, or other uses. As such, Policy S-1.6 is not applicable to the BIG Specific Plan.	Not Applicable. BIG's off-site improvements do not include critical facilities such as fire stations, police stations, water treatment plants, hospitals, or other uses. Therefore, Policy S-1.6 is not applicable.

Table 5.11-10: Proposed General Plan Consistency – BIG

Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
code requirements that further harden the facilities/uses against flooding and seismic events.		
Policy S-1.7 New Development in Flood Zones. Discourage new development in mapped 100-year flood zones unless proposed development incorporates floodproofing construction materials, techniques, and/or site designs. Encourage new development to employ site designs that elevate buildings out of mapped 200-year flood zones.	No Conflict. Portions of the BIG Specific Plan footprint are located within 100-year flood zones along the Mojave River. However, building foundations would be located above the base flood elevation in these areas. The stormwater drainage infrastructure proposed within the BIG footprint would also be designed according to the San Bernardino County Stormwater Manual and would accommodate the 100-year flood event. As such, the BIG Specific Plan would not conflict with Policy S-1.7.	No Conflict. As part of the BIG off-site improvements, Lenwood Channel would be improved to increase the flood flow capacity of the channel. Further, the stormwater drainage infrastructure proposed would be designed according to the San Bernardino County Stormwater Manual and would accommodate the 100-year flood event. Therefore, BIG's off-site improvements would not conflict with Policy S-1.7.
Policy S-1.8 Existing Development in Flood Zones. Encourage existing development in mapped 100-, 200-, and 500-year flood zones to implement retrofits that harden structures against flood damage through appropriate construction materials, techniques, and/or site designs.	No Conflict. Portions of the BIG Specific Plan footprint are located within 100-year flood zones along the Mojave River. However, building foundations would be located above the base flood elevation in these areas. Existing infrastructure within these areas that are a part of BIG would be improved to the most current standards and BIG would generally improve conditions. As such, the BIG Specific Plan would not conflict with Policy S-1.8.	No Conflict. Of the proposed BIG off-site improvements, the Lenwood Channel improvements involve an existing structure within a flood zone. BIG off-site improvements would improve Lenwood Channel to increase the flood flow capacity of the channel. Therefore, BIG's off-site improvements would not conflict with Policy S-1.7.
Policy S-1.9. Flood Zone Mapping. Require new development projects that are within 500 feet of a mapped 100-year flood zone and involve the subdivision of land to confirm or map new 100-year and 200-year flood zones for the proposed project area and surrounding 500 feet. This requirement shall also apply to new development east of Higgins Road and south of Rimrock Road.	No Conflict. BIG would require a CLOMR/LOMR process with FEMA for development within mapped FEMA Flood Zones. This would involve the mapping of flood conditions before and after development to provide up to date flood maps. As such, the BIG Specific Plan would not conflict with Policy S-1.9.	No Conflict. BIG off-site improvements would require a CLOMR/LOMR process with FEMA for development within mapped FEMA Flood Zones. This would involve the mapping of flood conditions before and after development to provide up to date flood maps. Therefore, BIG's off-site improvements would not conflict with Policy S-1.9
Policy S-1.10 New Development in Seismic and Geologic Hazard Zones. Discourage new development in Alquist-Priolo Fault Zones, and	No Conflict. BIG is not located within an Alquist-Priolo Fault Zone. As detailed in Section 5.7: Geology, Soils, and Mineral Resources , no state-	No Conflict. The BIG footprint, inclusive of the off-site improvements, is not located within an Alquist-Priolo Fault Zone. No state-delineated Liquefaction

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Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
liquefaction, subsidence, and landslide hazard zones to the extent feasible. For development that does occur in these areas, require submittal of a geotechnical report and ensure that measures are incorporated into the project design to reduce risks to an acceptable level. Prohibit the construction of new critical facilities in these areas.	delineated Liquefaction Zone/Zone of Required Investigation traverses the BIG footprint. There is a low potential for ground subsidence in the BIG footprint. Due to the relatively level to gently sloping terrain and geology of the BIG footprint, landslides are not present. As such, the BIG Specific Plan would not conflict with Policy S-1.10.	Zone/Zone of Required Investigation traverses the BIG footprint, inclusive of the off-site improvements. There is a low potential for ground subsidence in the BIG footprint. Due to the relatively level to gently sloping terrain and geology of the BIG footprint, landslides are not present. Therefore, BIG's off-site improvements would not conflict with Policy S-1.10.
Policy S-1.12 Wind and Blow Sand. Require the incorporation of wind barriers, architectural features, and/or drought-resistant ground coverage in new development site designs to substantively reduce dust, erosion, and structural damage from windblown sand.	No Conflict. As detailed in the BIG Specific Plan Section 4.5: General (Design) Guidelines, landscaping would be limited to xeriscape, including rock mulch, decomposed granite, Class II base, ballast, concrete, and wood treatments, to create elements of design in streetscape parkways and at the BIG entry. Any plants incorporated will be native species to minimize water usage. The implementation of these landscaping practices will limit the impacts of wind. As such, the BIG Specific Plan would not conflict with Policy S-1.12.	No Conflict. Construction of BIG's off-site improvements would incorporate construction Best Management Practices, such as spraying water on uncovered ground during construction, which reduce the potential for windblown dust. Therefore, BIG's off-site improvements would not conflict with Policy S-1.12.
Policy S-2.5 Emergency Access and Evacuation. Require that new development have at least two ingress and egress routes that are designed to provide unencumbered access for emergency vehicles and remain accessible and functional in the event of a natural hazard event or emergency.	No Conflict. Access to the BIG Specific Plan would be provided via Hinkley Road, Lenwood Road, and Main Street (Route 66). Additionally, several driveways would be constructed for local access to the BIG Specific Plan. These driveways would conform to all applicable Barstow Fire Protection District standards concerning emergency access. As such, the BIG Specific Plan would not conflict with Policy S-2.5.	Not Applicable. Given their nature (i.e., east/west leads, channel widenings, utilities, and transportation/bridges), BIG off-site improvements would not require ingress and egress routes, as required for typical developments. Therefore, BIG's off-site improvements would not conflict with Policy S-2.5.
Policy S-2.9 Urban Heat Reduction. Encourage the use of shade-producing trees and structures that reduce ambient air temperatures and heat radiance from buildings, parking lots, and other impermeable surfaces.	No Conflict. Landscaping within the BIG Specific Plan would conform to the BIG Specific Plan's development standards. Additionally, the BIG Specific Plan would provide shade structures in break areas, as applicable to the appropriate uses.	Not Applicable. BIG's off-site improvements are related to infrastructure and utilities. No new buildings or parking lots are proposed. Therefore, Policy S-2.9 is not applicable.

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Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
	As such, the BIG Specific Plan would not conflict with Policy S-2.9.	
Policy S-3.1 Hazardous Materials Siting. Prohibit the development of new hazardous waste facilities within the mapped 100-, 200-, and 500-year flood hazard areas and Alquist-Priolo Fault Zones. Require uses within mapped 100- and 200-year floodplains that produce, contain, or store hazardous materials to employ building and site design features that go beyond current building code requirements that further harden the facilities/uses against flooding and seismic events.	No Conflict. BIG is not located within an Alquist Priolo Fault Zone. Portions of BIG located within the 100-year flood zone may be re-mapped through FEMA following the CLOMR/LOMR process. Further, any hazardous materials storage sites would be located outside of flood zones. As such, the BIG Specific Plan would not conflict with Policy S-3.1.	Not Applicable. BIG's off-site improvements would not include the development of new hazardous waste facilities. Therefore, BIG's off-site improvements would not conflict with Policy S-3.1.
Policy S-3.2. Pipelines and Electrical Transmission Lines. Require new development to incorporate appropriate site designs that are consistent with easements for major natural gas transmission or hazardous liquid pipelines. Prohibit the development of new hazardous waste facilities within such easements. For new development within 500 feet of such easements, require hazardous materials storage areas to be located as far from these pipelines and electrical transmission lines as possible.	No Conflict. BIG construction activities would not require construction of new natural gas facilities. There are existing natural gas facilities within the BIG footprint. Kinder-Morgan operates two existing 42-inch gas transmission lines within the BIG footprint generally adjacent to Lenwood Channel. These lines would be protected in place or relocated. BIG proposes to construct on-site electric power facilities to serve BIG and BIG would construct electrical distribution lines. Any proposed hazardous materials storage sites within BIG would be located more than 500 feet from the existing natural gas lines and proposed electrical lines. As such, the BIG Specific Plan would not conflict with Policy S-3.2.	No Conflict. Construction activities associated with BIG off-site improvements would not require construction of new natural gas facilities. However, two Kinder-Morgan 42-inch natural gas transmission lines traverse the BIG footprint. In addition, to accommodate BIG's off-site improvements, protection in place or relocation of existing natural gas facilities would be required. Therefore, BIG's off-site improvements would not conflict with Policy S-3.2.
Policy S-3.4 Hazardous Material Disposal. Work with local waste handlers to ensure the safe disposal of hazardous materials and limit the exposure of hazardous materials to the community.	No Conflict. BIG operations would involve the routine transport, use, or disposal of hazardous materials; however, compliance with established regulatory framework, including the Federal Rail Safety Act (49 USC § 20101 et seq.), which regulates hazardous waste and materials transport by railroad and enforces safety regulations, and	No Conflict. BIG's off-site improvements would involve the routine transport, use, or disposal of hazardous materials; however, compliance with established regulatory framework, including the Federal Rail Safety Act (49 USC § 20101 et seq.), which regulates hazardous waste and materials transport by railroad and enforces safety

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Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
	existing BNSF policies and procedures would limit the exposure of hazardous materials to the community; see Section 5.9. As such, the BIG Specific Plan would not conflict with Policy S-3.4.	regulations, and existing BNSF policies and procedures would limit the exposure of hazardous materials to the community; see Section 5.9. As such, BIG's off-site improvements would not conflict with Policy S-3.4.
Policy S-3.5 Hazardous Materials Transport. Encourage the transport of hazardous materials via the safest available method for each material, avoiding populated areas and areas subject to natural hazards whenever appropriate.	No Conflict. BIG operations would involve the routine transport, use, or disposal of hazardous materials; however, compliance with established regulatory framework, including the Federal Rail Safety Act (49 USC § 20101 et seq.), which regulates hazardous waste and materials transport by railroad and enforces safety regulations, and existing BNSF policies and procedures would limit the exposure of hazardous materials to the community; see Section 5.9: Hazards, Hazardous Materials, and Wildfire . Additionally, BIG is on the western portion of the City far from the majority of sensitive receptors. As such, the BIG Specific Plan would not conflict with Policy S-3.5.	No Conflict. BIG operations would involve the routine transport, use, or disposal of hazardous materials; however, compliance with established regulatory framework, including the Federal Rail Safety Act (49 USC § 20101 et seq.), which regulates hazardous waste and materials transport by railroad and enforces safety regulations, and existing BNSF policies and procedures would limit the exposure of hazardous materials to the community; see Section 5.9: Hazards, Hazardous Materials, and Wildfire . Additionally, BIG is on the western portion of the City far from the majority of sensitive receptors. As such, BIG would not conflict with Policy S-3.4.
Policy S-4.1 Land Use Compatibility. Approve development in a manner that ensures existing and future land use compatibility, taking into consideration periodic, and impulsive noise and vibration impacts of business operations.	No Conflict. BIG would generate periodic and impulsive noise and vibration impacts. However, these would predominantly occur within the rail yard, which is located far from existing sensitive receptors. Additionally, BIG is proposed at the City's western portion far from the City center and the majority of sensitive receptors. As such, the BIG Specific Plan would not conflict with Policy S-4.1.	No Conflict. As discussed, BIG's off-site improvements would be developed in a manner consistent with existing and future land uses. BIG's off-site improvements predominantly would occur in already disturbed areas (i.e., the City, within existing rights-of-way, and within areas that already contain similar infrastructure). Therefore, BIG's planned off-site improvements demonstrate consistency with the established land use plan, and BIG's off-site improvements would not conflict with Policy S-4.1.
Policy S-4.3 New Nonresidential. When new nonresidential development is proposed adjacent to land designated for residential uses, require the proposed project to assess the potential noise and	No Conflict. Noise and vibration impacts related to the BIG Specific Plan have been assessed in Section 5.12: Noise and Vibration . The BIG Specific Plan would incorporate all feasible mitigation	No Conflict. Noise and vibration impacts related to BIG's off-site improvements have been assessed in Section 5.12: Noise and Vibration . BIG's off-site improvement would incorporate all feasible

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Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
vibration impacts and implement feasible and appropriate measures.	measures, as identified in this EIR. As such the BIG Specific Plan would not conflict with Policy S-4.3.	mitigation measures identified in this EIR. Therefore, BIG's off-site improvements would not conflict with Policy S-4.3.
Policy S-4.4 Control Sound at the Source. Prioritize feasible and appropriate noise measures that control sound and vibration at the source before buffers, soundwalls, and other perimeter measures.	No Conflict. BIG would generate noise and vibration due to operations. BIG would implement sound barriers and other perimeter measures, however, given the linear nature of many of the operations of BIG, it would be infeasible to provide wholesale measures to control sound and vibration at the source along the entire site. All feasible measures have been incorporated. As such, the BIG Specific Plan would not conflict with Policy S-4.4.	No Conflict. Construction of the off-site 33 kV line would exceed construction noise standards. Construction would occur over approximately four weeks and move in a linear fashion over a 7.5-mile stretch from the SCE Tortilla Substation to the west end of the intermodal facility. Due to the nature of these construction activities, the only potential mitigation measure to reduce noise levels during 33 kV line construction would be constructing a temporary noise barrier to block the line of sight from the construction area to nearest residences. However, the temporary noise barrier would have to constantly be moved, re-oriented, and properly positioned as construction activities move along the 7.5-mile stretch in order to attenuate noise levels below 80 dBA at impacted residences. In addition, a temporary noise barrier placed between the transmission line construction area and impacted residences could create vehicle/pedestrian access issues at residential properties. As such, temporary noise barriers for 33 kV transmission line construction would be considered infeasible mitigation. Therefore, all feasible mitigation is implemented, and BIG's off-site improvements would not conflict with Policy S-4.4.
Policy S-4.5 Transportation Noise. Minimize potential transportation noise through proper roadway design, coordination of commercial vehicle routing, and other feasible and appropriate traffic control or abatement measures.	No Conflict. The BIG Specific Plan Circulation Plan identifies public and private roadways designed pursuant to City standards. Tables 5.12-53 through 15.12-55 show the roadway traffic noise levels along roadway segments for years 2028, 2033, and 2048 conditions, respectively, and indicate BIG roadway traffic noise levels under 2028 would	No Conflict. BIG's off-site roadway improvements would be constructed to City standards, thus would not conflict with Policy S-4.5.

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Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
	result in a less than significant impact, but would be significant and unavoidable under 2033 and 2048 conditions. Notwithstanding, as discussed in detail in Section 5.12: Noise and Vibration , the BIG noise analysis has considered all feasible mitigation measures (e.g., noise barriers, upgraded windows, rubberized asphalt surfaces) Further, the BIG Applicant does not have jurisdiction over the local roadways and/or existing residences to directly mitigate traffic noise impacts at the impacted receivers. Therefore, because BIG’s noise analysis has considered all feasible mitigation measures for transportation noise, the BIG Specific Plan would not conflict with Policy S-4.5.	
Open Space and Conservation		
Policy OSC-1.5 Open Space Linkages. Establish and maintain pedestrian and bicycle networks that link open space and recreation facilities.	No Conflict. The BIG Specific Plan circulation plan identifies public and private roadways to be improved or constructed as part of BIG. These roadways include pedestrian and bicycle infrastructure, primarily along Main Street (Route 66). The provision of this infrastructure where none previously existed would establish a linkage or allow for future completion of a linkage, as detailed in BIG Specific Plan Section 2.2. As such, the BIG Specific Plan would not conflict with Policy OSC-1.5.	No Conflict. BIG’s off-site improvements are utility and infrastructure improvements that are not intended for public access or are public roadways which would comply with City circulation requirements to provide bicycle and pedestrian networks. Therefore, BIG’s off-site improvements would not conflict with Policy OSC-1.5.
Policy OSC-2.1 Regional Coordination on Open Space. Coordinate with public agencies and nongovernmental entities to create permanent open space areas that protect natural resources and/or function as a buffer against natural hazards or between incompatible land uses.	No Conflict. Part of the BIG footprint is within the Mojave River. As part of the proposed Land Use Plan, a Mojave River buffer conservation easement would be established over this portion. This conservation easement would protect the Mojave River and provide a permanent open space to protect against flooding for BIG. As such, the BIG	Not Applicable. BIG’s off-site improvements would not provide opportunity for public agencies and nongovernmental entities to create permanent open space areas that protect natural resources and/or function as a buffer against natural hazards or between incompatible land uses given that improvements comprise utilities and infrastructure. Therefore, Policy OSC-2.1 is not applicable.

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Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
	Specific Plan would not conflict with Policy OSC-2.1.	
Policy OSC-3.1. Sensitive Land Uses. In approving development, designing roadways, and designating truck routes, consider guidance from the California Air Resources Board, provisions of state law, and transportation efficiency when determining the appropriate separation between sensitive receptors and mobile and stationary sources of air pollution. Include design features and other measures as necessary and feasible to reduce or avoid exposure of existing and planned future sensitive receptors to air pollution levels that exceed state and federal standards. [EJ-AQ]	No Conflict. Construction and operation of BIG would expose nearby sensitive receptors to substantial pollutant concentrations. However, these would predominantly occur within the rail yard which is more than 1,000 feet away from nearly existing sensitive receptors (1,000 feet is CARB’s recommended distance buffer for industrial and rail uses). Additionally, BIG is on the western portion of the City far from the majority of sensitive receptors. As such, the BIG Specific Plan would conflict with Policy OPC-3.1.	No Conflict. BIG is proposed at the City’s western portion far from the City center and the majority of sensitive receptors. Some of BIG’s off-site improvements would incrementally increase air pollutant emissions to nearby sensitive receptors, and as concluded in Section 5.3: Air Quality , would exceed thresholds for PM ₁₀ and PM _{2.5} NAAQSs during construction (primarily at the 33kv extension) and 1-hour NO ₂ NAAQS as well as the PM ₁₀ and PM _{2.5} CAAQS during operation in 2028 and 2048 (primarily at the east lead tracks) despite implementation of mitigation. However, as discussed in Section 5.3, BIG has incorporated all feasible mitigation measures. As such, BIG’s off-site improvements would not conflict with Policy OSC-3.1.
Policy OSC-4.3 Groundwater Recharge. Encourage new development to install stormwater management facilities that facilitate groundwater recharge, particularly for properties in proximity to the Mojave River.	No Conflict. BIG would construct numerous stormwater detention basins to accommodate 100-year storm events. These basins would allow infiltration of stormwater into the ground. These surface and subsurface flows would drain toward the Mojave River. As such, the BIG Specific Plan would not conflict with Policy OSC-4.3.	No Conflict. As BIG proposes widening Lenwood Channel and the Hinkley Road crossing at the Mojave River to better control major flood flows, flooding in this area would be reduced. Therefore, BIG’s off-site improvements would, where applicable, facilitate groundwater recharge. BIG’s off-site improvements would not conflict with Policy OSC-4.3.
Policy OSC-4.4 Stormwater and Urban Runoff. Require site design and operational procedures that reduce, treat, and capture stormwater and urban runoff comply with state and federal requirements to protect groundwater and the natural environment.	No Conflict. BIG would be required to prepare a SWPPP for construction stormwater runoff treatment and a Water Quality Management Plan for operational stormwater runoff treatment. Additionally, BIG would be subject to the Industrial General Permit and would comply with the requirements therein. Stormwater would be captured on-site and treated in various temporary	No Conflict. BIG’s off-site rail and non-rail improvements (including stormwater drainage, utility, and circulation/roadway) would comply with the Construction General Permit and Stormwater National Pollutant Discharge Elimination System (NPDES) Permit requirements concerning water quality and drainage. Therefore, BIG’s off-site

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Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
	and permanent best management practices/ pollution control devices which would treat the stormwater within the TMDLs required under the permits. As such, the BIG Specific Plan would not conflict with Policy OSC-4.4.	improvements would not conflict with Policy OSC-4.4.
Policy OSC-4.5 Natural Features. Encourage the use of existing natural features to serve as stormwater management and groundwater recharge facilities, particularly when the retention of such features would create meaningful open space for people, high-value habitat, and/or protected wildlife.	No Conflict. Part of the BIG footprint is within the Mojave River. As part of the proposed Land Use Plan, a Mojave River buffer conservation easement would be established over this portion. This conservation easement would protect the Mojave River and provide a preserved habitat and wildlife movement corridor. BIG also includes two rail culverts designed as wildlife connectivity structures through consultation with the California Department of Fish and Wildlife. As such, BIG would not conflict with Policy OSC-4.5.	No Conflict. BIG proposes widening Lenwood Channel and the Hinkley Road crossing at the Mojave River to better control major flood flows, which would also improve wildlife connectivity, as discussed in Section 5.4: Biological Resources. BIG's off-site improvements would not conflict with Policy OSC-4.5.
Policy OSC-5.1 State and Federal Regulations. Implement state and federal regulations regarding protected species of animals and vegetation through the development review, entitlement, and environmental clearance processes.	No Conflict. As part of the biological surveys completed for BIG, a number of protected plant and animal species were identified. BIG would be required to complete Section 7 consultation with USFWS and acquire a Section 2081 Incidental Take permit with CDFW. As part of the permitting and consultation process, USFWS and CDFW would ensure that BIG would take all necessary measures to minimize impacts to protected plant and animal species. As such, the BIG Specific Plan would not conflict with Policy OSC-5.1.	No Conflict. As part of the biological surveys completed for BIG, including the off-site improvement areas, a number of protected plant and animal species were identified. As such, BIG would be required to complete Section 7 consultation with USFWS and acquire a Section 2081 incidental take permit with CDFW. As part of the permitting and consultation process, USFWS and CDFW would ensure that BIG would take all necessary measures to minimize impacts to protected plant and animal species. Therefore, BIG's off-site improvements would not conflict with Policy OSC-5.1.
Policy OSC-5.5 New Development. Require new development to minimize impacts to existing high-value habitat and protected wildlife to the extent practicable. Require revegetation of disturbed	No Conflict. BIG construction would result in the loss of some existing habitat and potential impacts to special status species. However, in compliance with permit requirements, habitat would be replaced and preserved to mitigate the proposed	No Conflict. BIG's off-site improvements are predominantly in already disturbed areas, i.e., within existing rights-of-way and areas that already contain similar infrastructure. Therefore, BIG's off-site improvements would not affect high-value

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Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
natural habitat areas with native or drought-tolerant noninvasive naturalized species.	loss of habitat and measures taken to mitigate impacts to special status species. Further, as part of BIG, a conservation easement would be established within a portion of BIG's footprint. Landscaping for the BIG Specific Plan would be restricted to xeriscaping per the BIG Specific Plan. As such, the BIG Specific Plan would not conflict with Policy OSC-5.5.	habitat and protected wildlife such that the development of these off-site improvements would necessitate revegetation of disturbed natural habitat areas. BIG's impacts to biological resources are analyzed in Section 5.4: Biological Resources . Therefore, BIG's off-site improvements would not conflict with Policy OSC-5.5.
Policy OSC-5.6 Federal Lands. Require that new development satisfy habitat conservation responsibilities without shifting conservation responsibilities onto military property or other federal lands.	No Conflict. BIG would not require federal lands for habitat conservation. Furthermore, there are no conservation plans applicable to BIG. As such, the BIG Specific Plan would not conflict with Policy OSC-5.6.	No Conflict. BIG's off-site improvements would not require federal lands for habitat conservation. There are no conservation plans applicable to BIG. Therefore, BIG's off-site improvements would not conflict with OSC-5.6.
Policy OSC-5.7 Native Plant Species. Require the use of native and/or drought-tolerant noninvasive naturalized plant species in development projects to provide or enhance wildlife habitat.	No Conflict. The BIG Specific Plan would limit landscaping to xeriscape, as detailed in the BIG Specific Plan Section 4.5 General (Design) Guidelines. This would result in the planting of drought tolerant landscaping with particular focus on native plant species and/or noninvasive naturalized plant species. As such, the BIG Specific Plan would not conflict with Policy OSC-5.7.	Not Applicable. BIG's off-site improvements would not include landscaping. Therefore, Policy OSC-5.7 is not applicable.
Policy OSC-6.2 Mineral Resource Areas. Designate and permit the development of land classified as Mineral Resource Zone (MRZ) 2a, 2b, or 3a in a manner that preserves future mining opportunities of non-aggregate mineral resources.	No Conflict. MRZ-2b and MRZ-3a resources occur within the BIG footprint. However, development of MRZ-2b and MRZ-3a resources within the BIG footprint are extremely unlikely given it is almost entirely within the Mojave River. As such, the BIG Specific Plan would not conflict with Policy OSC-6.2. See Section 5.7: Geology, Soils, and Mineral Resources for potential impacts to mineral resources, which are concluded to be less than significant.	No Conflict. BIG's off-site improvements are small in scale and predominantly would occur in already disturbed areas, i.e., the City, within existing rights-of-way, and within areas that already contain similar infrastructure, which precludes the establishment of future mining operations within these areas. Therefore, BIG's off-site improvements would not conflict with Policy OSC-6.2.
Policy OSC-6.3 Construction Aggregate. Encourage the use of on-site aggregate when new	No Conflict. BIG would utilize on-site resources as feasible and applicable with respect to earthwork. However, the availability of resources on site which	No Conflict. BIG would utilize on-site and off-site resources as feasible and applicable with respect to earthwork to accommodate the development of

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Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
development is proposed in an area containing aggregate resources.	meet building code standards may not be readily available. As such, the BIG Specific Plan would not conflict with Policy OSC-6.3.	BIG's off-site improvement. However, the availability of resources within these areas which meet building code standards may not be readily available. Therefore, BIG's off-site improvements would not conflict with Policy OSC-6.3.
Policy OSC-7.1 Enhanced Public Realm. Develop and maintain enhanced xeriscaping, landscaping, streetscapes, and signage at city gateways, along key corridors, and in and around historical assets, landmarks, public open spaces, and community gathering areas.	No Conflict. As detailed in Section 4.5 General (Design) Guidelines of the BIG Specific Plan, the BIG Specific Plan area would include enhanced xeriscaping and landscaping in streetscape parkways and the BIG entry, including monumentation signs. As such, the BIG Specific Plan would not conflict with Policy OSC-7.1.	Not Applicable. BIG's off-site improvements would predominately occur in already disturbed areas, i.e., the City, within existing rights-of-way, and within areas that already contain similar infrastructure. Therefore, BIG's off-site improvements are not along key corridors and would not include enhanced xeriscaping, landscaping, etc. Therefore, Policy OSC-7.1 is not applicable.
Policy OSC-7.2 Resilient Landscaping. Require the use of landscaping that is native and drought tolerant in the public realm to ensure healthy and resilient vegetation. Limit the use of turf in the public realm to when it is functionally required for recreation purposes. Encourage private property to exclusively use landscaping that is both native and drought tolerant.	No Conflict. The BIG Specific Plan would include enhanced xeriscaping and landscaping in streetscape parkways and the BIG entry, including monumentation signs. As such, the BIG Specific Plan would not conflict with Policy OSC-7.2.	Not Applicable. BIG's off-site improvements would predominately occur in already disturbed areas, i.e., the City, within existing rights-of-way, and within areas that already contain similar infrastructure. Therefore, BIG's off-site improvements are not along key corridors and would not include enhanced xeriscaping, landscaping, etc. Therefore, Policy OSC-7.2 is not applicable.
Policy OSC-7.3 Gateways and Landmarks. Promote imaginative and distinctive features that project a positive image and community character at City gateways. Incorporate and preserve mature and specimen trees that are native and drought tolerant at gateways and landmarks.	No Conflict. As previously discussed, due to BIG's location within the City and sited along Main Street (Route 66), it would serve as a gateway to the City. The BIG Specific Plan includes numerous design guidelines and development standards which require signage, maintenance, and the incorporation of distinctive landscaping, such as xeriscape. As such, the BIG Specific Plan would not conflict with Policy OSC-7.3.	Not Applicable. BIG's off-site improvements would not be located at gateways and landmarks, nor would BIG's off-site improvements be anticipated to affect existing gateways and landmarks. Therefore, Policy OSC-7.3 is not applicable.
Policy OSC-7.6 Screening. Require new industrial and commercial development to screen truck loading, outdoor storage, and large expanses of	No Conflict. The BIG Specific Plan would include design guidelines which require screening of industrial uses (truck loading, outdoor storage, and	Not Applicable. BIG's off-site improvements would not require screening. BIG's off-site improvements would occur within the existing right-of-way and,

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Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
parking from public view and adjacent properties designated for residential use through site design, attractive and resilient landscaping, and/or well-designed physical barriers along property boundaries. Encourage and facilitate the installation of similar screening for existing industrial and commercial uses. Allow new development regulated by a specific plan to create customized screening standards and strategies appropriate for the existing and planned context.	parking areas) from public views. Screening would be provided along Main Street (Route 66); see Specific Plan Section 4.6.8. BIG would also maintain a 1,000' buffer from residences along Lenwood Road. As such, the BIG Specific Plan would not conflict with Policy OSC-7.6.	where applicable, undergrounded within the existing right-of-way. Therefore, Policy OSC-7.6 is not applicable.
Policy OSC-7.7 Paleontological and Archaeological Resources. Protect paleontological and archaeological resources from loss or destruction by requiring that new development includes appropriate mitigation to preserve the quality and integrity of these resources. Require new development to avoid paleontological and archeological resources whenever feasible. If avoidance is not feasible, require the appropriate treatment of paleontological and archeological resources.	No Conflict. The BIG Specific Plan would be subject to mitigation measures identified in this EIR. Mitigation measures would include fencing for Environmentally Sensitive Areas, construction monitoring for cultural (i.e., paleontological and archaeological) resources, and implementation of a Cultural Resources Monitoring Plan to ensure appropriate treatment of paleontological and archeological resources; see Section 5.5: Cultural Resources . As such, the BIG Specific Plan would not conflict with Policy OSC-7.7.	No Conflict. BIG's off-site improvement construction would be subject to mitigation measures identified in this EIR. Mitigation measures would include fencing for Environmentally Sensitive Areas, construction monitoring for cultural (i.e., paleontological and archaeological) resources, and implementation of a Cultural Resources Monitoring Plan to ensure appropriate treatment of paleontological and archeological resources; see Section 5.5: Cultural Resources . Therefore, BIG's off-site improvements would not conflict with Policy OSC-7.8.
Policy OSC-7.8 Cultural Resources Protocol. Require appropriate treatment/preservation of cultural resources, in accordance with state and federal standards, and in consultation with interested Native American tribes that have traditional cultural affiliation with proposed project areas and/or resources affected by proposed projects.	No Conflict. The BIG footprint contains archaeological sites and isolated resources that ground-disturbing activities have the potential to disturb. The BIG Specific Plan would comply with State CEQA Guidelines § 15064.5, PRC §§ 21083.2 and 5097.9, and Health and Safety Code (HSC) § 7050.5, to properly recover and evaluate any TCRs, if encountered during development. The BIG Specific Plan has complied with Senate Bill 18, which requires the City to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general plan or a specific plan.	No Conflict. The BIG footprint contains archaeological sites and isolated resources that ground-disturbing activities have the potential to disturb. BIG's off-site improvements would comply with State CEQA Guidelines § 15064.5, PRC §§ 21083.2 and 5097.9, and Health and Safety Code (HSC) § 7050.5, to properly recover and evaluate any TCRs encountered. BIG's off-site improvements, as a component of BIG, would comply with Senate Bill 18, which requires the City to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general plan or a specific plan.

Table 5.11-10: Proposed General Plan Consistency – BIG

Policy	Specific Plan Consistency Analysis	Off-site Improvement Consistency Analysis
	Additionally, BIG construction Specific Plan would be subject to mitigation measures identified in this EIR; refer to Section 5.5: Cultural Resources and Section 5.16: Tribal Cultural Resources . Therefore, the BIG Specific Plan would not conflict with Policy OSC-7.8.	Additionally, construction of BIG's off-site improvements would be subject to any mitigation measures identified in this EIR; refer to Section 5.5: Cultural Resources and Section 5.16: Tribal Cultural Resources . Therefore, BIG's off-site improvements would not conflict with Policy OSC-7.8.
Policy OSC-8.1 Energy Conservation. Pursue strategies that would conserve energy as the preferred mechanisms to reduce energy needs and to meet applicable energy-saving standards.	No Conflict. The BIG Specific Plan would comply with the California Green Building Standards Code (CALGreen) provisions adopted by City. The BIG Specific Plan also includes development of a solar farm, which would provide renewable electrical power to BIG and reduce energy needs. See Section 5.6: Energy for further discussion of energy impacts and conservation measures. Therefore, the BIG Specific Plan would not conflict with Policy OSC-8.1.	No Conflict. Construction of BIG's off-site improvements would comply with the California Green Building Standards Code (CALGreen) provisions adopted by City. Therefore, BIG's off-site improvements would not conflict with Policy OSC-8.1.
Policy OSC-8.2 Renewable Sources. Promote the use of renewable energy sources for the construction and operation of public and private sector development.	No Conflict. The BIG Specific Plan includes development of a solar farm, which would provide renewable electrical power to BIG. See Section 5.6: Energy for further discussion of energy impacts and conservation measures. As such, the BIG Specific Plan would not conflict with Policy OSC-8.2.	Not Applicable. BIG's off-site improvements would primarily consist of roadway modifications, rail improvements, and utility extensions. These improvements would result in minimal electrical demand associated with streetlights. Therefore, BIG's off-site improvements would not conflict with Policy OSC-8.2.
Policy OSC-8.4 Building Design and Upgrades. Encourage new development and the upgrading of existing buildings to incorporate design elements, building materials, orientation, and fixtures that improve environmental sustainability and reduce emissions.	No Conflict. The BIG Specific Plan would include new buildings which would be constructed in conformance with the then current CBC and CALGreen, which would ensure that the design of the buildings would incorporate environmental sustainability in their design, building materials, orientation, and fixtures. Further, the BIG Specific Plan proposes development of a solar farm to reduce GHG emissions related to energy consumption. As such, the BIG Specific Plan would not conflict with Policy OSC-8.4.	No Conflict. BIG's off-site improvements would be designed in conformance with the then current CBC and CALGreen, as applicable. Therefore, BIG's off-site improvements would not conflict with Policy OSC-8.4.

Code of the City of Barstow

Table 5.11-11: Barstow Code Consistency – BIG includes an analysis of BIG’s consistency with Barstow Codes adopted for the purpose of avoiding or mitigating an environmental effect, with Barstow Code text included verbatim below.

Table 5.11-11: Barstow Code Consistency – BIG	
Policy	Consistency Analysis
Barstow Code Chapter 12.04: Street Dedications. This chapter provides standards for street dedications and vacation, encroachment permits, and public improvements.	No Conflict. BIG’s proposed vacations and dedications would be subject to compliance with the applicable City requirements for vacating a road.
Barstow Code Title 13: Wastewater Ordinance. The purpose of this chapter is to provide for the maximum beneficial public use of the City’s wastewater collection and treatment facilities and to provide guidelines for complying with requirements of other regulatory agencies.	No Conflict. Design of BIG’s off-site improvements would comply with provisions in BIG Specific Plan which control over general City provisions. Therefore, BIG’s off-site improvements would not conflict with Barstow Code Title 13.
Barstow Code Chapter 15.08: Building Codes. This chapter adopts the Building Code which regulates the erection, construction, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area and maintenance of all building or structures and the issuance of such permits.	No Conflict. BIG building design would comply with the CBC as adopted by the City as applicable. Therefore, BIG’s buildings and structures activities would not conflict with Barstow Code Chapter 15.08.
Barstow Code Chapter 15.12: Grading. This chapter regulates grading, excavation, fills, setbacks, draining and terracing, slope planting and erosion control, and compliance with the national pollutant discharge elimination systems (NPDES).	No Conflict. BIG grading activities would comply with City grading standards as applicable. Therefore, BIG’s grading activities would not conflict with Barstow Code Chapter 15.12.
Barstow Code Chapter 15.14: Stormwater And Urban Runoff Pollution Control. The purpose of this chapter is to ensure the future health, safety and general welfare of the citizens of the city and the water quality of the receiving waters and surrounding areas, protect and enhance the quality of watercourses, water bodies, and wetlands within the city in a manner consistent with the Federal Clean Water Act, the California Porter-Cologne Water Quality Control Act and the Municipal NPDES Permit. This chapter also sets forth requirements for the construction and operation of commercial development, new development and redevelopment and other projects which are intended to ensure compliance with the stormwater mitigation measures prescribed in the current version of the City’s municipal NPDES Permit.	No Conflict. As discussed in Section 5.17: Utilities and Service Systems , BIG’s improvements would be compliant with the City Municipal Stormwater NPDES Permit. BIG proposes to include stormwater management measures such as on-site stormwater detention ponds, detention basins, conveyance to the existing municipal system, or new outlets to the Mojave River. These improvements would reduce the risk of floods and stormwater flow impacts. BIG would also be required to comply with the requirements of applicable NPDES permit and implement post-construction BPSs to target pollutants of concern. Therefore, BIG would not conflict with this policy.
Barstow Code Chapter 15.16: Floodplain Management. This chapter establishes development regulations for all publicly and	No Conflict. BIG’s proposed off-site improvements in floodplains in the City would adhere to City standards and be submitted to the City for review as applicable.

Table 5.11-11: Barstow Code Consistency – BIG

Policy	Consistency Analysis
privately owned land within flood prone or flood-related erosion areas. This chapter establishes procedures for review of all letters of map revision (LOMRs) and conditional letters of map revision (CLOMRs) for flood control projects.	
Barstow Code Title 19 Zoning. Title 19 is intended to “encourage, classify, designate, regulate, restrict, and segregate the highest and best location and use of buildings, structures, and land for residence, commerce, trade, industry, water conservation, recreation, or other purposes in appropriate places.” This Title establishes 12 zoning districts which regulate land use within the City. Boundaries of these districts are depicted on the Zoning Ordinance Maps.	No Conflict. The proposed General Plan includes establishment of the BIG Specific Plan, which would be adopted pursuant to Barstow Code § 19.22.020 - Adoption of Specific Plans. Barstow Code § 19.22.020 specifies the City’s procedures for adoption of a specific plan and the minimum requirements of a specific plan pursuant to CGC § 65451. The BIG Specific Plan would establish the site-specific zoning regulations and development standards within the BIG Specific Plan area. The BIG Specific Plan would also establish a maximum allowable development within the BIG Specific Plan area. The BIG Specific Plan includes the statutorily required elements, including a land use plan, a circulation plan, a description of existing and proposed utilities and infrastructure, design guidelines, development standards, and administrative provisions. The Specific Plan standards would control over the Barstow Code’s general provisions. As to off-site improvements, Table 5.11-4 presents BIG’s existing zoning districts and indicates that the approximately 220 acres of off-site improvements occurring within the City are zoned Diverse Use – 14 acres, General Industrial - 46 acres, Open Space - 36 acres, Low Density Residential – 5 acres, Single Family Residential – 77 acres, and Right-of-Way – 45 acres. The proposed off-site improvements would be permitted uses in these districts, thus, would not require zone changes, but may require various entitlements such as encroachment permits as applicable. Therefore, BIG would not conflict with Barstow Code Title 19.

Source: City of Barstow. 2025. *City of Barstow Municipal Code*.

Table 5.11-12: Off-site Improvements City Zoning Consistency Analysis – BIG analyzes BIG’s off-site improvements consistency with the Barstow Code zoning.

Table 5.11-12: Off-site Improvements City Zoning Consistency Analysis – BIG		
Specific Improvement	Existing Zoning	Consistency Analysis
RAIL IMPROVEMENTS		
East Lead Track Extensions	I	No Conflict. As outlined in Barstow Code § 19.18.020, the proposed off-site rail improvements would be permitted uses within the I zone. Therefore, these improvements would not conflict with existing City zoning.
DRAINAGE IMPROVEMENTS		
Lenwood Channel Widening	O	No Conflict. As outlined in Barstow Code § 19.20.010.a, the proposed flood control channel improvements would be permitted uses within the O zone. Therefore, these improvements would not conflict with existing City zoning.
TRANSPORTATION AND BRIDGE IMPROVEMENTS		
Bridge 4.3	I	No Conflict. Transportation and bridge improvements would be designed and constructed in accordance with Barstow Code Chapter 10.16. Therefore, these improvements would be consistent with the Barstow Code.
Bridge 6.5A	Unzoned (e.g., Right-of-Way)	
TIM-1		
TIM-2		
TIM-4		
TIM-5		
TIM-6		
UTILITY IMPROVEMENTS		
Tortilla Substation Upgrades	DU	No Conflict. As outlined in Barstow Code § 19.24.110, the provisions within the Barstow Code are not intended to limit or interfere with the use of property for the installation, maintenance and operation of public utility pipelines and under aerial transmission and supply lines, when located in accordance with the applicable rules and regulations of the CPUC within rights-of-way, easements, franchises or other ownerships of such public utilities. Therefore, these improvements would be consistent with the Barstow Code.
	SFR	
	Unzoned (e.g., Right-of-Way)	
Main Street Sewer Line Replacement	I	
Source: City of Barstow, <i>Code of the City of Barstow</i> , 2025.		

Table 5.11-11 and **Table 5.11-12** show that BIG operations would not conflict with the relevant proposed General Plan policies or Barstow Code standards adopted for the purposes of avoiding or reducing environmental impacts.

Impact 5.11-2: BIG: Level of Significance Before Mitigation: Less than Significant Impact.

Impact 5.11-2: BIG Mitigation Measures: No mitigation required.

Impact 5.11-2: BIG Level of Significance After Mitigation No significant impact would occur.

5.11.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Proposed General Plan

No significant unavoidable impacts concerning land use and planning would occur as a result of the proposed General Plan.

Barstow International Gateway

No significant unavoidable impacts concerning land use and planning would occur as a result of BIG.

5.11.8 REFERENCES

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