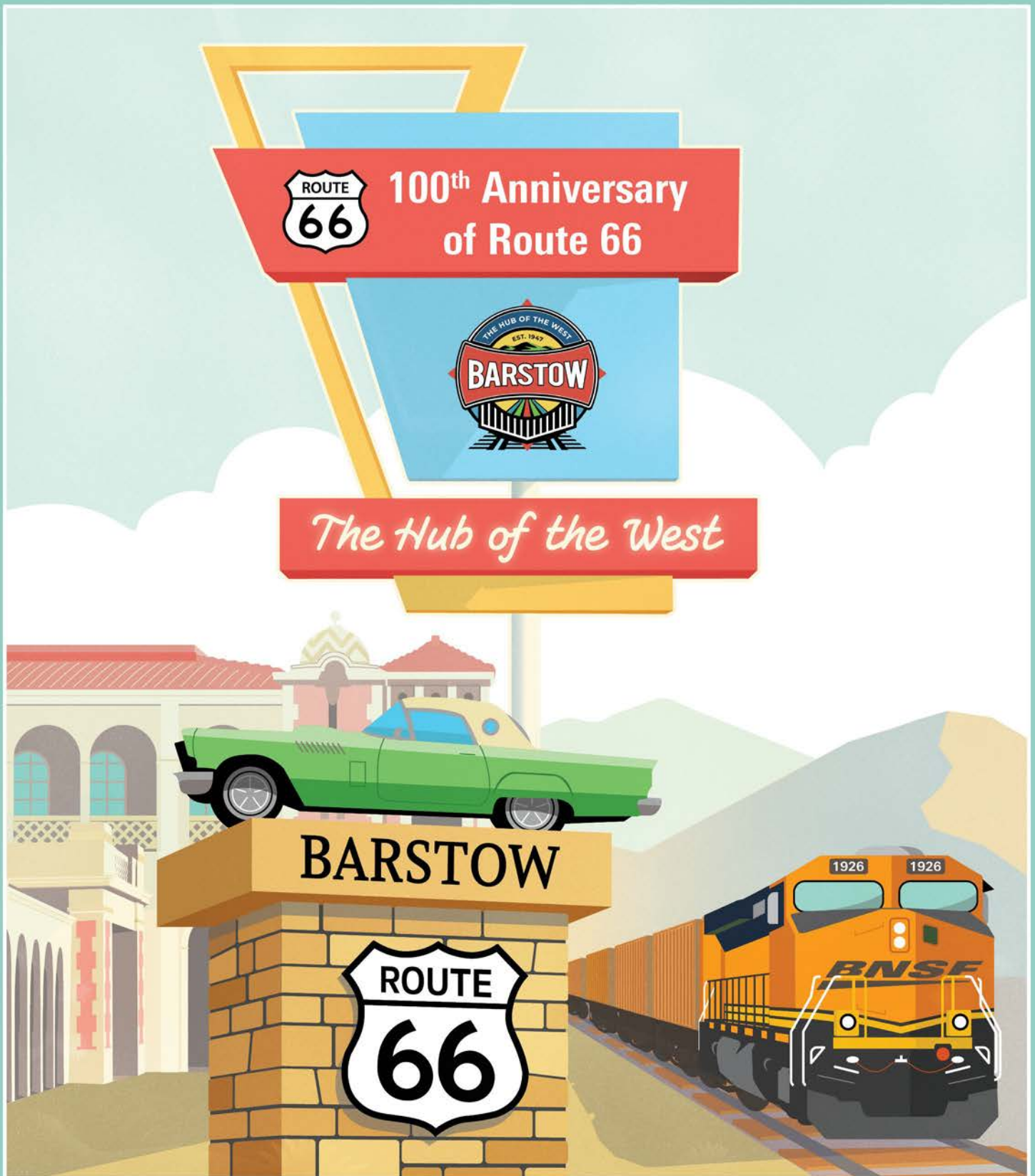


APPENDIX 3-1: PROPOSED GENERAL PLAN



Public Review Draft

City of Barstow General Plan

November 2025

Acknowledgements

The City would like to thank everyone involved in this effort, which included individual residents, local businesses, service providers, and the military representing the Barstow community.

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Barstow Chamber of Commerce
 Barstow Community College
 Barstow Community Hospital
 Barstow Ministerial Association
 Homeward Bound Committee
 Mojave River Valley Museum

Local Individuals and Businesses

Although it is too numerous to list all those involved, the City wants to acknowledge and thank the hundreds of local individuals, families, workers, and businesses that participated in and contributed to planning the future of Barstow.

Other Public Officials

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 Lahontan Regional Water Quality Control Board
 Marine Corp Logistics Base Barstow
 Mojave Desert Air Quality Management District
 Mojave Water Agency
 Morongo Band of Mission Indians
 National Training Center – Fort Irwin
 San Bernardino County
 San Manuel Band of Mission Indians
 U.S. Army Corp of Engineers

Local Service Providers & Stakeholders

Barstow Unified School District
 BNSF Railway
 Daggett Community Services District
 Golden State Water Company
 Helendale Community Services District
 Newberry Springs Community Services District
 Southern California Edison
 Southwest Gas
 Yermo Community Services District

General Plan Vision

*Barstow, nestled at the crossroads of history and progress in the heart of the Mojave Desert, is poised to be at the center of regional growth and serves as the **Hub of the West**.*

The City and its people honor its past while forging a dynamic future, creating a complete community where residents thrive, visitors discover, and businesses flourish.

*Through collaboration between city leaders, residents, businesses, community organizations, and other stakeholders, Barstow will proactively address current challenges while seizing opportunities to **create a prosperous and resilient future**.*

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Appendices

Appendix A	Implementation Plan
Appendix B	Glossary

Documents Incorporated by Reference

The following documents are provided under separate cover but are incorporated by reference into the General Plan.

- **Housing Element** (full document as certified by the State Department of Housing and Community Development)
- **Local Hazard Mitigation Plan** (to ensure that the City remains eligible for certain grants and so that part or all of its local-share costs on eligible Public Assistance projects are eligible to be provided by the state through the California Disaster Assistance Act).
- **Safety and Disadvantaged Communities Background Reports** (to demonstrate compliance with state law by providing specific information regarding safety, climate adaptation and resiliency, environmental justice, disadvantaged communities, and public services and facilities).
- **Evacuation Assessment** (to demonstrate compliance with state law by evaluating capacity and performance of evacuation routes under a range of evacuation scenarios.
- **Projections Methodology** (a summary of the methodology and factors used to calculate existing and projected conditions at the 2048 planning horizon for the proposed General Plan and associated Environmental Impact Report.



Introduction

Barstow General Plan



Vision

Vision Statement

Barstow, nestled at the crossroads of history and progress in the heart of the Mojave Desert, is poised to be at the center of regional growth and serves as the Hub of the West.

The City and its people honor its past while forging a dynamic future, creating a complete community where residents thrive, visitors discover, and businesses flourish.

Through collaboration between city leaders, residents, businesses, community organizations, and other stakeholders, Barstow will proactively address current challenges while seizing opportunities to create a prosperous and resilient future.

Purpose of the Vision

The Vision Statement expresses the community's shared outcomes for the City's future. It defines expectations for what Barstow will be 20+ years in the future as defined by its physical character, economic prosperity, safety, and overall quality of life.

These expectations are based on community values concerning the characteristics and qualities of life that are important today and should be retained in the future, as well as how the community should evolve and respond to changing conditions. The General Plan supports the realization of the Vision.

It is important to remember that this is a long-range plan, intended to guide decisions in the city for the next 20+ years. Some ideas and actions may take shape in the near future while others will take years or decades to come to fruition.

Purpose

In addition to complying with state law, the Barstow General Plan provides clear, consistent, and substantive goals, policy direction, and implementation strategies for community members, staff, and elected officials when making decisions about Barstow's physical development, quality of life, economic health, and sustainability of the city through 2048.

General Plan Objectives

- Goals, policies, and implementation strategies that ensure Barstow is a healthy and safe community for residents, businesses, and visitors.
- The addition of a substantial number of livable wage jobs that will strengthen the City's economic base and fiscal resiliency and provide career pathways for the community.
- A large amount and wide range of housing opportunities that address the needs of the community and military installations, demand from new households generated by job growth, and full spectrum of lifestyles and life stages.
- A cohesive land use plan that appropriately transitions between residential, commercial, and industrial areas, encourages new development to leverage and improve existing infrastructure, and provides expansion opportunities to support long term growth.
- Economic opportunities that allow residents to (re)invest in the community and create generational wealth.
- Land use and circulation plans that capitalize on Barstow's unique location, as a hub for the national supply chain, and existing industrial and rail infrastructure to attract and retain innovative industrial and rail operators and to support the efficient movement of goods.

Planning Area

The General Plan addresses the entire Barstow planning area (aka General Plan area), which includes the City, the Marine Corps Logistics Base Barstow (MCLB), and unincorporated lands and communities within Barstow's sphere of influence (SOI). See the Land Use Element for a depiction of the General Plan area.

Barstow's SOI includes both incorporated and unincorporated lands and represents the probable physical boundary and service area of Barstow, as determined by the state-established local agency formation commission (LAFCO).

The unincorporated lands remain within the jurisdictional control of the County of San Bernardino until such time that the land is annexed into the City of Barstow.

Additionally, although MCLB is within Barstow's municipal boundary, the City has no jurisdiction or land use authority on this US military installation.

General Plan Format

The General Plan is presented as a streamlined document intended to serve as a concise reference document that facilitates access to the goals, policies, and implementation actions. The intent is to publish and maintain an easy-to-use policy document that is widely accessible to all, with a format and length that ensures the General Plan can be read in a reasonable amount of time, easily printed out at home, and viewed on any desktop or mobile internet-connected device.

Additional narrative, background information, and graphical components are provided in documents that are part of the General Plan but are published under separate cover (see the Table of Contents). More extensive details, such as information related to regulations, baseline conditions, and technical analyses are provided in the Environmental Impact Report (EIR).

General Plan Structure

The General Plan goals and policies are organized across a set of six elements: Land Use, Circulation and Mobility, Public Facilities and Services, Safety, Open Space and Conservation, and Housing. The elements address topics required by state law (see list below). Some topics are discussed entirely within a single element while others are touched on throughout multiple elements. Additional details and requirements for the contents of a general plan are identified in state law (primarily California Government Code Section 65300 *et seq.*).

Required Topics

- Circulation and complete streets
- Climate adaptation and resiliency
- Conservation
- Environmental justice
- Housing
- Land use
- Military
- Noise
- Open space
- Public utilities and facilities
- Safety

Goals and Policies

Each element contains a set of goals and policies on matters related to one or more topics. Goals are statements of desired future conditions toward which efforts, regulations, and resources are directed. Policies are statements that guide decision-making and specify an intended level of public commitment.

The tables, figures, and maps shall also be considered City policies, offering either greater

detail or a visual depiction of the context or intended outcome.

Most improvements envisioned by this General Plan will not take place overnight. Goals and policies are intended to be long-term in nature and are not intended to be changed frequently.

Documents Incorporated by Reference into the General Plan

Housing

The topic of housing is required for every jurisdiction and is the only topic that is required to be prepared as a stand-alone element, updated on a standardized schedule (currently every eight years), and certified by the State of California.

Although the Housing Element may be updated more frequently and is often presented and discussed as a separate document, the Housing Element remains a part of the City's comprehensive General Plan.

Safety

A background report is incorporated by reference and provides details on the various hazards facing Barstow, including a vulnerability assessment of the risks from climate change impacts.

The City's Local Hazard Mitigation Plan is incorporated by reference to ensure that the City remains eligible for certain grants and so that part or all of its local-share costs on eligible Public Assistance projects are eligible to be provided by the state through the California Disaster Assistance Act).

An Evacuation Assessment is incorporated by reference to demonstrate compliance with state law by evaluating capacity and performance of evacuation routes under a range of evacuation scenarios.

Environmental Justice

The topic of environmental justice is required for jurisdictions that contain a disadvantaged community. As identified in a background report (incorporated by reference), portions of Barstow are considered disadvantaged communities. Jurisdictions are permitted to address environmental justice in a single element or in portions of multiple elements.

Based on the importance of environmental justice and its overlapping nature with other topics, the City has opted to integrate this topic throughout the entire General Plan. This approach helps to ensure that the concerns related to environmental justice are considered alongside the full spectrum of issues to be considered by decision makers, service providers, residents, businesses, investors, and developers.

To facilitate users' understanding of which policies and implementation actions are connected to the topic of environmental justice, annotations have been added to communicate the relevant subtopics listed in state law.

- EJ-AQ: air quality
- EJ-P: pollution
- EJ-PF: public facilities
- EJ-FA: food access
- EJ-SH: safe and sanitary housing
- EJ-PA: physical activity
- EJ-CE: civil engagement

Additionally, a background report is incorporated by reference and provides a compendium of the relevant policies, implementation actions, and EIR mitigation measures, along with additional details regarding the methodology used to identify disadvantaged communities in Barstow.

Projections Methodology

As evaluated through and published as an appendix to the associated Environmental Impact Report (EIR), a summary of the methodology and factors used to calculate existing and projected conditions at the 2048 planning horizon for the proposed General Plan is incorporated by reference.

Implementation

Consistency and Implementation

By state law, the General Plan must be internally consistent and all other City plans, documents, programs, and activities must be consistent with the General Plan. City documents with the strongest connection to the General Plan include the annual budget, zoning regulations, specific plans, environmental impact reports, capital improvement program, utility plans.

Additional implementation takes place through routine or individual decisions, actions, plans, programs, regulations, mitigation measures, and investments made, implemented, or conducted by the City. Implementation activities are also carried out by other local agencies and service providers as well as residents, property owners, developers, and institutions.

While implementation will occur throughout the entire lifetime of the General Plan, the City has prepared an Implementation Plan that identifies actions that should take place in the next five years to make progress toward the General Plan's goals. These implementation actions focus primarily on new activities that reflect changes in the General Plan. The Implementation Plan excludes activities that are already part of the City's current workflow unless there is to be a substantive change, such as an expansion, elimination, or development of new rules or programs.

Implementation related to housing is predominantly maintained in the full version of the state-certified Housing Element.

The Implementation Plan provides the basis for establishing priorities, scheduling, and assigning staff and other resources. Implementation is often contingent upon adequate funding. While many actions can be pursued through initiatives already underway, others will require additional resources. As such, the exact mix and timing of programs, activities, and strategies the City may pursue will be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources.

Future Updates

There is no set, explicit, or quantified timeframe for a comprehensive update. The City conducts an annual review of the General Plan to assess the level of implementation and effectiveness of the goals, policies, and actions. This annual review is formerly reviewed by City Council and submitted to the Governor's Office of Land Use and Climate Innovation. A more extensive review of the overall General Plan may be warranted as frequently as every five years, with comprehensive updates every 10 to 15 years or as deemed necessary.

The most common update is an amendment to the Land Use Map as property owners seek to develop something different from what is currently allowed. The Housing Element is updated every eight years as required by state law in connection with regional transportation planning efforts. The topic of safety must be reviewed by jurisdictions upon subsequent updates of the Housing Element.

The topic of environmental justice must be reviewed upon the subsequent and concurrent update of any two or more elements. Based on the connection between housing and safety updates, the three topics can be expected to be reviewed every eight years.

As discussed under the Vision, many of the big ideas embodied in this General Plan will not take place overnight. Both goals and policies are intended to be long-term in nature and are not intended to be changed frequently.

How to Use the General Plan

Glossary

A Glossary is included as an appendix to help users read and understand the General Plan and the meaning and intent of its goals and policies.

City Decision Makers and Staff

The City Council, Planning Commission, other advisory entities, and City staff will use the General Plan when considering land use and planning- related decisions, in administering regulations, and when considering investments of time, money, or other resources. All decisions made by City decision makers and staff are to be consistent with the Vision, goals, and policies of the General Plan.

City Residents, Businesses, and other Stakeholders

City residents, those who operate businesses, and other stakeholders in Barstow can use the General Plan to better understand current and future decisions and investments made by the City government, other agencies, service providers, property owners, and other stakeholders.

Residents, business owners, and stakeholders can also use the General Plan as a guide to actions they can take to take part in improving their community; whether it is to simply create a better place to live and work, promote environmental health, or to protect your investment and achieve future success.

Marine Corp Logistics Base Barstow

As previously stated, MCLB is a federal military installation and owned and operated by the U.S. Department of Defense through the Marine

Corps. The City will coordinate with MCLB to ensure the integrity of military operations while maximizing compatibility and benefits for others in the Barstow community.

San Bernardino County and the City's Unincorporated Sphere of Influence

While the County retains jurisdictional authority over and responsibility for lands within the City's unincorporated portion of its sphere of influence (SOI), the City will coordinate with the County on future development and improvements to align and implement the General Plans of both jurisdictions.

On matters that apply to land within both jurisdictions, such as the future extension of Veterans Parkway, the City will coordinate with the County to implement the processes and requirements of both jurisdictions.

On matters that apply exclusively to land within the unincorporated SOI but are addressed in the General Plans of both jurisdictions, such as environmental justice for an unincorporated community, the County's environmental justice policies shall be applied to these areas and shall be the responsibility of and enacted by the County until unincorporated lands are annexed into the City of Barstow.

The City will also apply and enact its General Plan policies that address unincorporated portions of the Barstow' SOI, but within the limits of the City's legal authority.

The Update Process

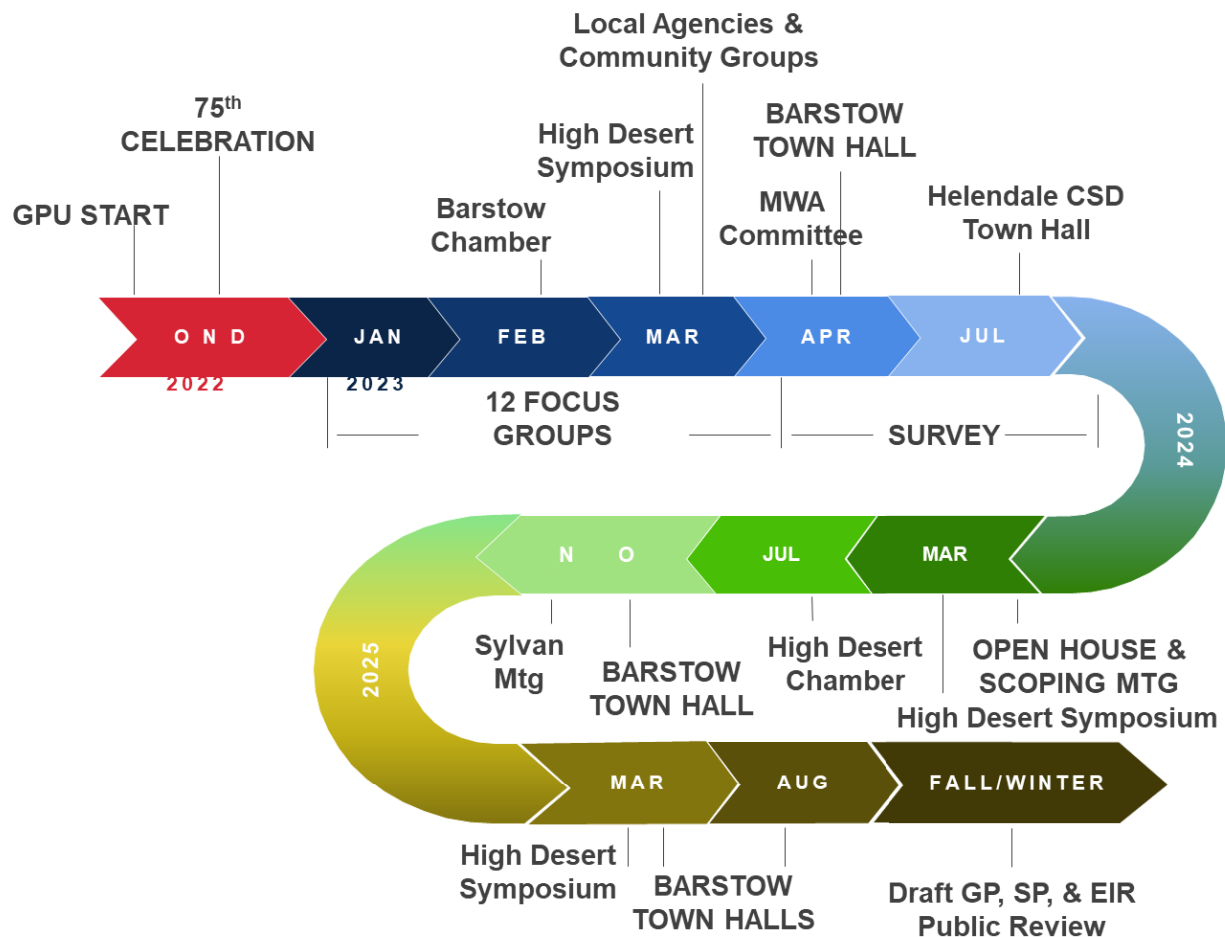
Preceding the Update

The City of Barstow last updated its General Plan in 2015; however, the effort was a stopgap measure with a short planning horizon that only extended to 2020. In 2020, the City initiated incremental updates to General Plan to bring the City into compliance with State law and address the topics of safety, environmental justice, and housing.

Since 2020, forecasted changes in economic conditions and increased interest from both community stakeholders and local businesses, including BNSF and the BIG Specific Plan, created the potential to dramatically alter the Barstow landscape. After the City completed

updates to its Housing, Environmental Justice, and Safety Elements in 2021, the City opted to initiate a more comprehensive update. In late 2022, alongside the City's 75th anniversary, the City initiated a comprehensive update to develop and guide an updated vision for the future, enabling the City to plan in advance of individual projects, attract well-paid job opportunities, create new housing choices, and promote a healthy community.

The following graphic and narrative describe the update process, with a focus on major activities and events. Not shown or described are the hundreds of hours spent by City staff coordinating internally, with other public agencies, and with individual members of the community to discuss and improve the content and approach for the General Plan Update.



During this multi-year update, the City connected and collaborated with well over a thousand individuals representing residents, businesses, service providers, and public agencies to create a long-term plan to bring positive change for the Barstow community.

2022: Launch and Raising Awareness

- **Barstow's 75th Anniversary.** In October 2022, over 500 people gathered at the Historic Harvey House and the City began raising awareness of the City's intent to update its vision for the future and the General Plan.

2023: Initial Planning and Outreach

- **Focus Groups.** The City led meetings in late 2022 and early 2023 with 12 groups of over 100 individuals representing community organizations, public agencies, and interest groups: education, faith, healthcare, homelessness, real estate, seniors and veterans, small business, students, youth sports, Lenwood, Silver Valley (Newberry Springs, Daggett, and Yermo), Marine Corps Logistics Base, and Fort Irwin.
- **Local Agencies and Community Group Board Members.** In March 2023, the City hosted a meeting with approximately 45 individuals representing local agencies and community groups.
- **Mojave Water Agency.** The City conducted a presentation on the General Plan Update to the Technical Advisory Committee in April 2023. While the initial audience consisted of about 45 people, the meeting was also recorded and played on Channel 6.
- **Community Survey.** The City launched an online bilingual Barstow community survey in April 2023 and received over 200 responses, with a focus on priorities regarding housing, improving the quality of life and public facilities, and addressing environmental justice.

- **Town Hall.** The City of Barstow held a Town Hall at Barstow Community College in April 2023 to present and discuss the General Plan Update and BIG Specific Plan. Over 300 people attended and expressed desires for additional living-wage jobs and economic development to spur new housing development and reinvestment in existing housing stock.

Additional support was expressed for concentrating future housing development around the existing community core and downtown area (to support local businesses, spur further reinvestment, and place housing in proximity to existing services, facilities, and transit facilities), and to prevent an "us vs them" pattern of new growth in the west.

- **Helendale Community Services District.** The City led a meeting in July 2023 with roughly 100 residents on the General Plan Update at the Silver Lakes Clubhouse as part of a Town Hall to hear concerns from this neighboring community.

2024: Coordination, Outreach, and Preliminary Planning

- **Open House/Scoping Meeting.** In March 2024, the City held a combined Open House on the General Plan Update and BIG Specific Plan and Scoping Meeting for the associated Environmental Impact Report (EIR). All materials were presented in English and Spanish, with bilingual staff onsite to facilitate conversations with residents. The City received in-person comments from over 200 attendees and written comments for the EIR.
- **Town Hall.** The City of Barstow held a Town Hall at Barstow Community College in October 2024 to present preliminary citywide land use and circulation concepts and the proposed nature and design of the BIG Specific Plan. Over 300 people attended

the Town Hall and engaged directly with City staff and representatives of BNSF.

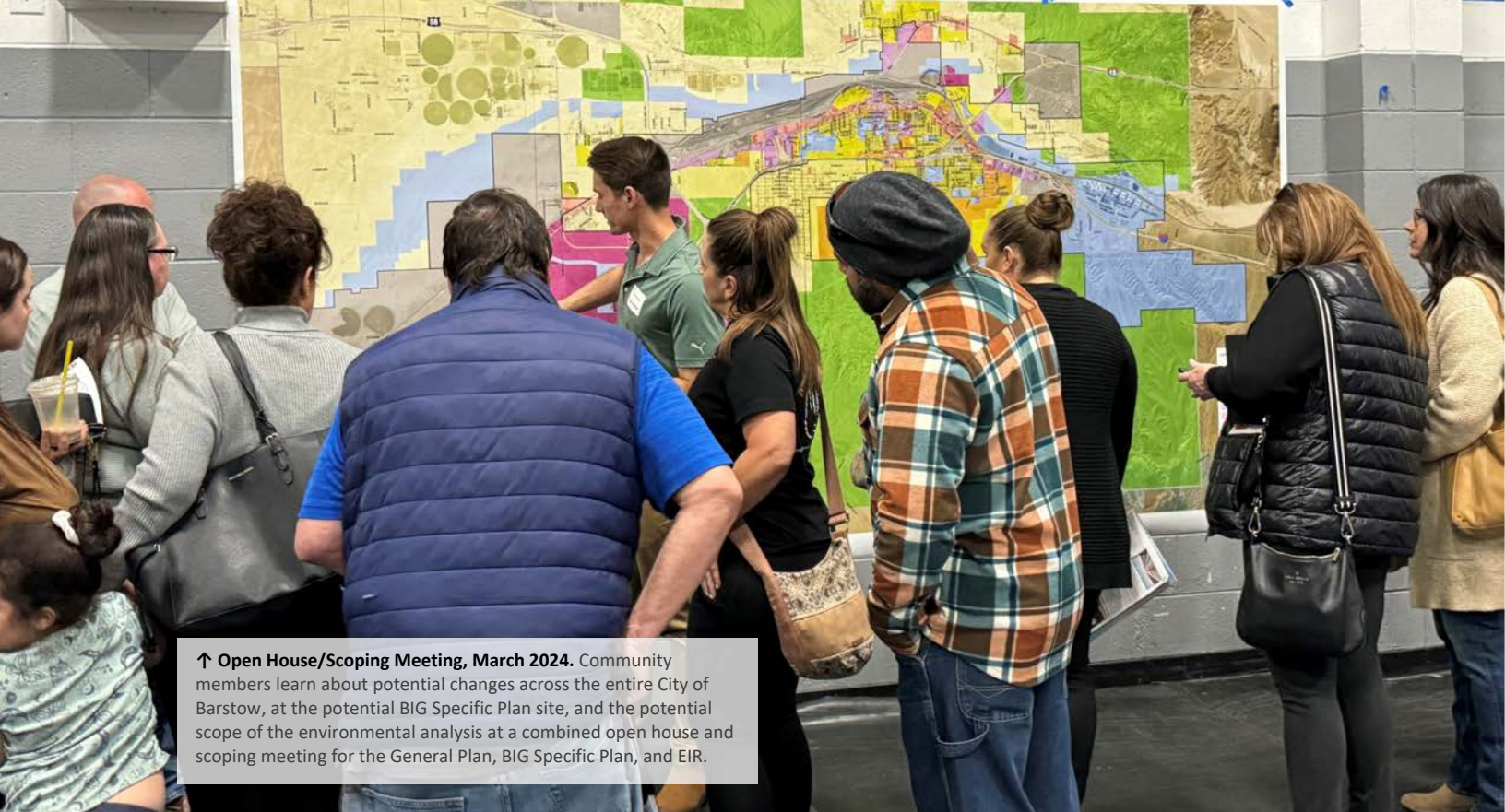
- **Sylvan Area Meeting.** The City met with approximately 80 individuals from the Sylvan area in November 2024 at the Hinkley Community Center to discuss their questions and concerns, particularly about the BIG Specific Plan.

2025: Technical Studies, Draft Plan Development, and Public Feedback

- **Town Hall.** In March 2025, the City held a Town Hall at the First Baptist Church, during which the City engaged with over 300 attendees on refined changes to the land use and circulation plans (especially new roads and truck routes), updated designs and plans for the BIG Specific Plan, and potential changes in policy direction.
- **Town Hall.** In September 2025, the City held a Town Hall at Barstow Community College to provide over 100 attendees with a status update on all the policy updates and technical analysis, as well as a discussion about when and how to review the draft General Plan, BIG Specific Plan, and EIR documents that were to be released in November 2025.
- **Educational Video.** In November 2025, the City released a video providing an overview of the various components involved in the comprehensive effort: General Plan, Zoning, Annexation, Specific Plan, and EIR. This video was produced in English and Spanish and released through the City's digital platforms and on Channel 6.
- **Public Review of Draft Documents.** The City released draft versions of the General Plan, BIG Specific Plan, EIR, and other associated updates in November 2025 for public review and comment.

2026: Public Adoption Hearings

- **Adoption Hearings.** Placeholder ---- to be updated based upon public comment and feedback on draft documents.



↑ **Open House/Scoping Meeting, March 2024.** Community members learn about potential changes across the entire City of Barstow, at the potential BIG Specific Plan site, and the potential scope of the environmental analysis at a combined open house and scoping meeting for the General Plan, BIG Specific Plan, and EIR.



↓ **Town Hall, October 2024.** Community members engage with City staff at a Town Hall to review and discuss preliminary citywide land use and circulation concepts and the proposed nature and design of the BIG Specific Plan.

Barstow's History

Barstow's history is rooted in its strategic location as a crossroads for trade and travel, from indigenous trade and Spanish missionary routes to its evolution into a vital hub along railroads, Route 66, and modern interstate highways, connecting southern California with the rest of the nation and international trade.

Precolonial (through 1776)

Barstow's precolonial history began with the Native American tribes of the Mojave Desert region, being the homeland for thousands of years before the arrival of European settlers. While an exhaustive list of all Native Peoples that overlapped with the Barstow area is not available, below are notable tribes that inhabited the Barstow region and interacted with other cultural groups for the purpose of trade and cultural practice.

- **Vanyume:** A branch of the Serrano people, the Vanyume were among the earliest to settle along the Mojave River, which runs through the Barstow area.
- **Serrano:** The broader Serrano group, to which the Vanyume are related, also inhabited parts of the Mojave Desert, including the Barstow region.
- **Chemehuevi:** The Chemehuevi, a Southern Paiute group, ranged through the Mojave Desert and were present in the broader Barstow region.

European Exploration and Settlement (through 1879)

Traditional Maara'yam lifeways were permanently disrupted in the 1700s during the Mission Period (1769-1821). The first recorded European to pass through the region was Father Francisco Garces, a Spaniard who later became a guide to Juan Bautista de Anza, who had been commissioned to set up quarters at the Mission San Gabriel in 1771. At this time, it is estimated

that thousands of Native Americans, including the Maara'yam desert clans of the Antelope Valley and potentially the Mojave River region, were either taken to the Mission, removed to work as forced agricultural labor at the estancia in Redlands that served as outpost for the Mission, fled the region, or were killed.

As Europeans settled, trading and migration became important factors for survival, and the Old Spanish Trail which combines Indigenous and European routes, emerged as the main path to bypass the harsh terrains of the San Bernardino Mountains and the Mojave Desert.

In 1821, Mexico overthrew Spanish rule, and the Missions began to decline. By 1833, the Mexican government passed the Secularization Act and the Missions, reorganized as parish churches, lost their vast land holdings, and released the indigenous people that remained.

However, the remaining Maara'yam continued to face issues under Mexican rule and were eventually forced to provide labor for various industries, such as agriculture, lumber, etc. By the mid-1800s, little to no Maara'yam remained in the area, and it soon became a historic settlement that would eventually grow to the City of Barstow known in the present day.

Silver Mining (1880 to 1890)

In 1880, Robert W. Waterman discovered silver four miles north of Barstow and established a silver mine and an ore mill along the Mojave River that is now considered present-day Barstow. Additional silver mines were discovered in the Calico Hills, leading to Calico becoming the center of California's silver-mining industry. Nearby Daggett and Barstow also boomed.

The Southern Pacific Railroad started a line from the Mojave Desert going east to the Colorado River in 1882. This contributed to Daggett becoming a key location in the transport of silver on the railroads. Hinkley emerged as a

railroad town and grew quickly due to its natural resources and viability to grow various types of agricultural products and farming, like cattle ranching and poultry operations.

In 1885, Waterman Junction was created as a critical railroad intersection and a water stop for steam locomotives, providing a place for trains to refill their water tanks in the desert. In 1886, this budding town of Waterman Junction was renamed “Barstow” after William Barstow Strong, then president of AT&SF Railway.

In the 1890s, Barstow and other nearby towns faced a major setback because of the Sherman Silver Purchase Act, which caused the price of silver to drop precipitously and reduced the economic viability of further silver extraction. Though some milling operations continued into the early 1910s, most silver mines closed soon after, marking the end of Barstow's mining era.

Railroad Depot (1890 to 1925)

Despite the decline of mining activity in the early 1900s, Barstow remained a major rail hub. As travel continued to expand via train, the need for larger railroad depots emerged, particularly as trains generally lacked dining cars prior to and during this period. These depots formed a series of dining rooms and boardinghouses along the Santa Fe Railway Line. Barstow's first railroad depot was built in 1887 but experienced a series of fires that burned down the initial depot and the next two reconstructions.

In 1911, entrepreneur Fred Harvey opened the fourth, fire-proof iteration of the railroad depot, named Casa del Desierto or Harvey House. Barstow's Harvey House stood out for its service and cuisine. Women across the region were employed as expert hostesses referred to as “Harvey Girls.”

By the late 1800s and early 1900s, Barstow became a major transportation junction, for both the Santa Fe Railway and the Southern

Pacific Railroad, creating increased traffic and boosting the town's economy. The United States entered World War I in 1917 leading to thousands of troops travelling to training camps by rail to stop in Barstow. Barstow's Harvey House became a popular place to support travelling soldiers through the end of the war, and for other travelers through the 1920s.

Route 66, the Military, and Incorporation (1926–1957)

The automobile market exploded in popularity in the 1920s and shifted transportation in America, replacing the railroads' monopoly in transporting people and goods. Barstow benefitted from both the continued economic activity driven by the railroad and growing travel by car. Route 66 was officially established in 1926 as part of the then newly initiated federal highway system.

The highway's popularity, especially during the Great Depression and Dust Bowl migration of the 1930s, led to a surge in travelers seeking new opportunities in California. This influx created a boom for local businesses—gas stations, motels, diners, and auto repair shops flourished to serve the needs of motorists.

Many of these were small, independent, “mom-and-pop” operations reflecting the decentralized economic structure fostered by the highway. Route 66 became known as the “Main Street of America,” with Barstow's Main Street serving as a busy commercial corridor and social hub for both residents and travelers. Businesses like the High Desert's first movie theater, The Forum Theatre, and Foster's Old Fashioned Freeze opened along Barstow's Main Street.

The Standard Oil gas station was converted from a Chevrolet dealership in 1937 and became the busiest gas station in America in the 1940s, signaling the growing importance of automobile travel and Barstow's role as a stop for motorists journeying across the Mojave

Desert. The legacy of Route 66 in Barstow remains visible in its historic architecture, public art, business remnants, and ongoing cultural celebrations of the "Mother Road".

Piped water service came to Barstow in 1929, when the Golden State Water Company began providing water to the community. Prior to this, residents and businesses in Barstow relied on other means for water, such as wells or transported water.

Roughly 30 miles north of Barstow, the federal government established the Mojave Anti-Aircraft Gunnery Range in 1940 (later named Camp Irwin and what is known today as Fort Irwin). In 1942, the U.S. Marine Corps Depot of Supplies was established as a secure inland location to protect vital supplies from potential Japanese attacks (what is known today as Marine Corps Logistics Base Barstow).

The influx of military personnel, travelers, and general commerce led to a growing population and increased demand for municipal services, housing, and infrastructure. By incorporating in 1947, Barstow gained the authority to govern itself, manage land use, and direct economic development, ensuring that the City could respond effectively to the challenges and opportunities presented by its strategic location and expanding economy.

Institutions, Commercial, and Logistics (1957–1980)

Barstow Community Hospital first opened in 1957 and, after addressing some financial difficulties, reopened in 1958 to serve as a key healthcare provider for the Barstow community. Barstow Community College District was founded in 1959, initially holding classes at Barstow High School before moving to its permanent campus in 1964.

The Barstow Bypass, a key component of Interstate 15 (I-15) through Barstow, officially opened to traffic in 1961 as part of the roll out

of the interstate highway system. As the new freeway served as a bypass to Route 66 (Barstow's Main Street), travelers no longer passed by the City's small businesses.

However, the new freeway bolstered Barstow's role as a transportation hub and a major junction between southern California and points beyond for travelers and commercial vehicles. I-40 begins its westward journey at a junction with I-15 in Barstow and runs east through the Mojave Desert. The construction of I-40 in the 1960s replaced much of Route 66 as the primary east-west corridor through the region.

The City greatly bolstered its ability to support growth through the construction of a wastewater reclamation (sewer treatment) facility in 1968; the facility added secondary level treatment capabilities in 1975.

As the Route 66 era ended, Barstow continued to attract new commercial opportunities. Del Taco traces its origins to the Barstow/Yermo area, with the store in Barstow representing the oldest continuously operating Del Taco in the country. The Rock-A-Hoola Water Park near Barstow, originally opened as Lake Dolores in the 1960s, went through several transformations and ownership changes before permanently closing in 2004.

The original McDonald's at Barstow Station was built in 1969 and was then considered the world's largest McDonald's. Its train-themed design and use of actual train cars made it a memorable and photogenic stop along the new freeways.

By the 1970s, Barstow's location began to draw additional commercial and logistics interest. The Standard Oil gas station was demolished in 1971, replaced eventually by a doughnut shop (initially Winchell's and then Starlight Donuts). Barstow Mall opened in 1976, with K-mart and Sears serving as the original anchors of what

was then the first shopping mall in the High Desert.

BNSF's Barstow Yard was expanded into its large classification yard size in the early 1970s. During this period, the railroad facilities were developed into a major flat yard stretching nearly five miles along the Mojave River, establishing Barstow as a key classification hub for freight traffic to and from southern California.

In 1980, Fort Irwin was designated as the National Training Center, greatly increasing its role from a training area for National Guard and Reserve units to a premier training facility for the U.S. Army. As on-base housing was not provided, many active-duty soldiers and their families settled in nearby Barstow.

Development Ventures (1980–2015)

The City of Barstow and the surrounding areas continued to draw interest from various business types throughout the subsequent decades. Some have been successful while others, due to factors including delayed state level review processes, market changes, high costs in utilities, and/or regional competition, failed to materialize. Notable examples are listed below.

Solar One was a pioneering solar power tower facility built in 1982 just east of Barstow, conceived as a large-scale demonstration project to test the feasibility of central-receiver solar power technology. Solar One was decommissioned in 1988 and its tower remained a local landmark until its demolition in 2009, but the technological advances made at the site have had a lasting influence on solar power development worldwide.

Starting in the late 1980s, the factory outlet mall format emerged in Barstow through the Factory Merchants Outlet Mall (1988) and the Outlets at Barstow (circa 1991). Both were developed to take advantage of Barstow's

strategic location as a major stop for travelers between Los Angeles and Las Vegas along I-15. The concept—selling directly from manufacturers to consumers at discounted prices—quickly proved successful and became (and remains today) a key economic driver for the City.

In the 1990s, Barstow was considered as a location for both a cold food distribution warehouse facility and a medium security correctional facility/juvenile detention center, though other locations were ultimately selected. In the 2000s, SunCal Development introduced plans to bring nearly 25,000 homes to the Barstow area, but the 2008 housing market crisis intervened leading the developers to shift their attention and investment elsewhere.

The passage of California Proposition 2 in 2008, which sought to improve animal welfare (particularly for egg-laying hens), led to a proposal for a vast egg farm in Barstow where the hens would have room to roam. Eggs imported from other states eliminated this project from further advancement.

An aluminum plant was proposed in southwestern Barstow in 2014, with the potential to add roughly 2,000 skilled workers. The project was ultimately shelved, deemed infeasible due to developer instability and the relatively high costs of energy.

There are also projects that have experienced delays but are still positioned to develop and play a role in Barstow's future. The Los Coyotes Band of Cahuilla and Cupeño Indians proposed a hotel/casino along I-15 in Barstow in the early 2000s and federal environmental clearance was obtained in 2015.

While further progress has not yet occurred, the City is periodically engaged with project and tribal representatives on future activity. The Spanish Trail Specific Plan was adopted in 2013 to guide the use and revitalization of land along

the historic trail corridor through the creation of a large commercial mixed-use center. The Specific Plan has not yet developed due to a combination of landownership complexities, ongoing negotiations, and the need to update the project to reflect changes in the retail industry.

While Barstow grew substantially in the two decades following incorporation, from populations reported by the U.S. Census of 6,135 in 1950 to 17,442 in 1970, growth slowed over the ensuing decades, especially in comparison to its neighboring jurisdictions in the Victor Valley.



Land Use

Barstow General Plan



Introduction

The Land Use Element provides guidance to ensure that future growth and development in Barstow expand opportunities and emulate community values while protecting existing neighborhoods and enhancing overall quality of life. Specifically, this Element:

- Designates the distribution, location, and balance of land uses.
- Describes each land use designation, including building density and intensity standards.
- Ensures compatibility between land uses.

The Element is further implemented by local ordinances, including the Barstow Code, specifically Title 19 (Zoning), which defines the specific allowable uses and sets precise development standards for each piece of property. Several specific plans also implement this Element and provide more detailed land use and design direction for parts of the city.

Outside of the City's existing and proposed (after annexations) incorporated boundaries, the City defers to the County's land use designations and regulations.

Goals & Policies

GOAL LU-1

Compatible land use planning that protects residential neighborhoods, enhances the viability of businesses, and ensures the integrity of military operations.

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]**

GOAL LU-2

Growth and development that is fiscally sustainable and contributes to the health and prosperity of Barstow residents, businesses, and institutions.

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.

GOAL LU-3

A thriving downtown and historic Main Street that serves as a gathering place for residents and a destination for visitors.

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.

GOAL LU-4

Neighborhoods, public places, and buildings that are well maintained, demonstrate pride and reinvestment, and reinforce a sense of community.

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]**

Land Use Plan, Tables, and Figures

As depicted in Figure LU-1, the Land Use Map displays the pattern, distribution, and intensity of land use designations across the General Plan area. The land use designations establish the types and intensity of land uses permitted in Barstow. A description of the typical uses and development density and/or intensity ranges for each land use designation is provided in Table LU-1. It should be noted that, outside of the City's existing and proposed (after annexations) incorporated boundaries, the City defers to the County's land use designations.

Table LU-1. General Plan Land Use Designations

Land Use Designation		Density / Intensity ²	Intent
LDR	Low Density Residential	Up to 1 du / acre	Detached single-family homes in a semi-rural setting
SFR	Single Family Residential	Up to 7 du / acre	Detached and semi-detached single-family homes in a suburban setting
MDR	Medium Density Residential	5 to 20 du / acre	A range of single- and multifamily units in a suburban setting
HDR	High Density Residential	20 to 30 du / acre	Multifamily units in a suburban or urban setting
DU	Diverse Use	5 to 30 du / acre; up to 1.5 FAR	A combination of mutually beneficial and/or compatible commercial and residential uses on a single parcel or combination of parcels
C	Commercial	Up to 0.75 FAR	A variety of local- and regional-serving retail, commercial, and office uses
BP	Business Park¹	Up to 1.0 FAR	Medical and professional office, supporting commercial, and low-impact industrial; legacy residential permitted per note 1.
I	Industrial	Up to 1.0 FAR	A range of manufacturing, warehousing, and distribution uses
OS	Open Space	0.25 for public parks; 0.05 FAR for all other uses	Public parks and lands intended to remain undeveloped to reflect environmental resource value, such as protected habitat, scenic vistas, or archeological significance
P	Public	Up to 1.5 FAR	Civic and other public facility, service, and utility functions
Notes: 1. The intent is to enable existing residential uses to continue in perpetuity and to complete the neighborhood fabric, but without expanding the overall footprint of residential areas. One primary residential unit is allowed to continue as a legacy use in the Business Park designation either: 1) as a permitted use on parcels with existing residential units or 2) to be built as a new use on a vacant parcel that is both adjacent to a parcel that contains an existing residential use and is 5 acres or smaller. All criteria are to be based on existing use and parcel configurations as of December 31, 2025. 2. Density/intensity is gross density; the equivalent net density will vary and be influenced by compliance with the Barstow Code and the amount of public dedication that was or is required. See discussion on development site area calculation.			

Measuring Density & Intensity

The General Plan provides the maximum density or intensity for each land use designation. Title 19, Zoning, of the Barstow Code further refines these standards and prescribes additional regulations that affect a building's form, character, and use.

The final determination of what is included in the calculation for an individual development (existing or proposed) shall be made by the City's Community Development Department.

Residential Density

Each residential land use designation includes a range of allowable densities, calculated as the number of housing units allowed per acre (du/ac) on a given development site (but excluding density bonus or other provisions of state law that supersedes local density thresholds).

Nonresidential Intensity

Floor area ratio (FAR) is a measurement used to identify nonresidential land use intensity. The FAR is the ratio of the total gross floor area of all buildings compared to the total area of the associated development site.

Higher FARs generally indicate larger buildings and/or more stories, but as shown in Figure LU-4, the size and height of the building can vary a great deal within the same FAR.

To encourage more efficient use of space, reduce the footprint of vehicle parking, and recognize the high construction costs, the floor area associated with structured parking shall not be included in the calculation of a development's FAR.

Mixed Use Density and Intensity

The Diverse Use designation encourages a dynamic mixture of residential, office, and commercial uses. Such uses may be provided as stand-alone developments (e.g., 100% residential) or as a mixed-use development where the buildings are designed to accommodate multiple uses.

In a mixed-use development, the buildings may be horizontally mixed (detached or attached) or contained in a single, vertically mixed-use building, or any combination thereof.

The density and intensity standard applied shall be dwelling units per acre for any residential component and FAR for any nonresidential component, including when a development includes a mix of residential and nonresidential uses.

For residential uses in a mixed-use development, the residential density shall be calculated using the portion of the development site used exclusively for residential use and the portions of the development site that are shared and cannot be separated (e.g., internal access roads and/or public streets).

For nonresidential uses in a mixed-use development, the nonresidential FAR shall be calculated using the portion of the development site used exclusively for nonresidential use and the portions of the development site that are shared and cannot be separated (e.g., internal access roads and/or public streets).

Areas such as the land acreage for surface parking and open space that may be shared shall be counted proportionally toward the overall size of the development site based upon requirements for each use.

Development Site Area Calculation

Gross vs net acreage. Density and intensity can be measured on a development site based on gross or net acreage.

Gross acreage represents the entirety of land area involved in a development, including all parcelized land related to the development, internal circulation and open space, and other areas that were or will be required for public dedication.

Net acreage represents the portion of the land that is used for development after excluding public rights-of-way dedications (primarily for utilities and public roadways). The density figures presented in Table LU-1 represent gross density and intensity.

The permitted net density or intensity is not identified in the General Plan and will vary based upon the provision of necessary public improvements and dedications as well as compliance with General Plan policies, zoning standards, and other provisions of the Barstow Code as well as state law.

Rounding. When calculating the amount of units or building square feet allowed, the City intends to offer some flexibility and will round the final figure to the nearest whole number (for residential density) or the nearest tenths (for nonresidential intensity).

For example, in a calculation arriving at a density of 20.4 units per acre, the final density shall be determined to be legally consistent with a threshold of 20 units per acre.

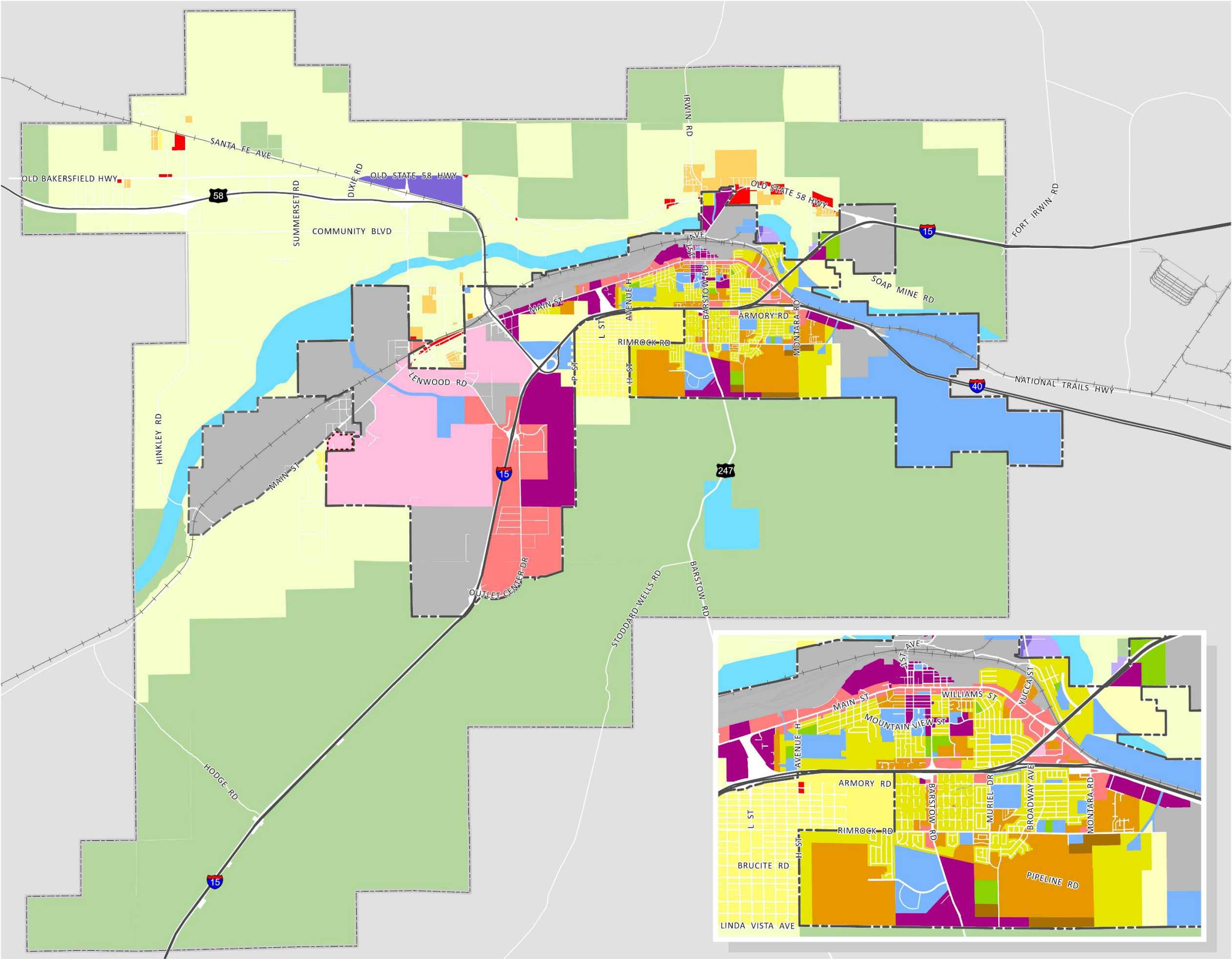
In a calculation arriving at an FAR of 1.54, the final FAR shall be determined to be legally consistent with a threshold of 1.50.

General limitations and exclusions. While the City's approach for measuring density and intensity can encourage clustering and averaging density over a large development site, the space that is undeveloped but counted in the determination of density must remain unoccupied by habitable residential building space in order to remain under the density threshold (unless such space is changed to a different General Plan designation that permits a higher density).

Additionally, this form of measurement shall not include any space that is part of the density calculation of another site/parcel/project (except as stated for a mixed-use development), or land already controlled by the federal or state government.

For developments that are entirely residential (i.e., not-mixed-use), the density calculation shall not include any area that is part of a non-residential development area.

Figure LU-1
Land Use Map



- City Boundary
 - Sphere of Influence
 - Annexation Area A
 - Annexation Area B
- City Land Use Designations**
- Low Density Residential
 - Single Family Residential
 - Medium Density Residential
 - High Density Residential
 - Diverse Use
 - Commercial
 - Business Park
 - Industrial
 - Open Space
 - Public
- County Land Use Categories (apply outside city boundary/annexation areas)**
- Rural Living
 - Very Low Density Residential
 - Low Density Residential
 - Medium Density Residential
 - Commercial
 - General Industrial
 - Limited Industrial
 - Public Facility
 - Resource/Land Management

Note:
The rail alignment within BIG will change after construction.



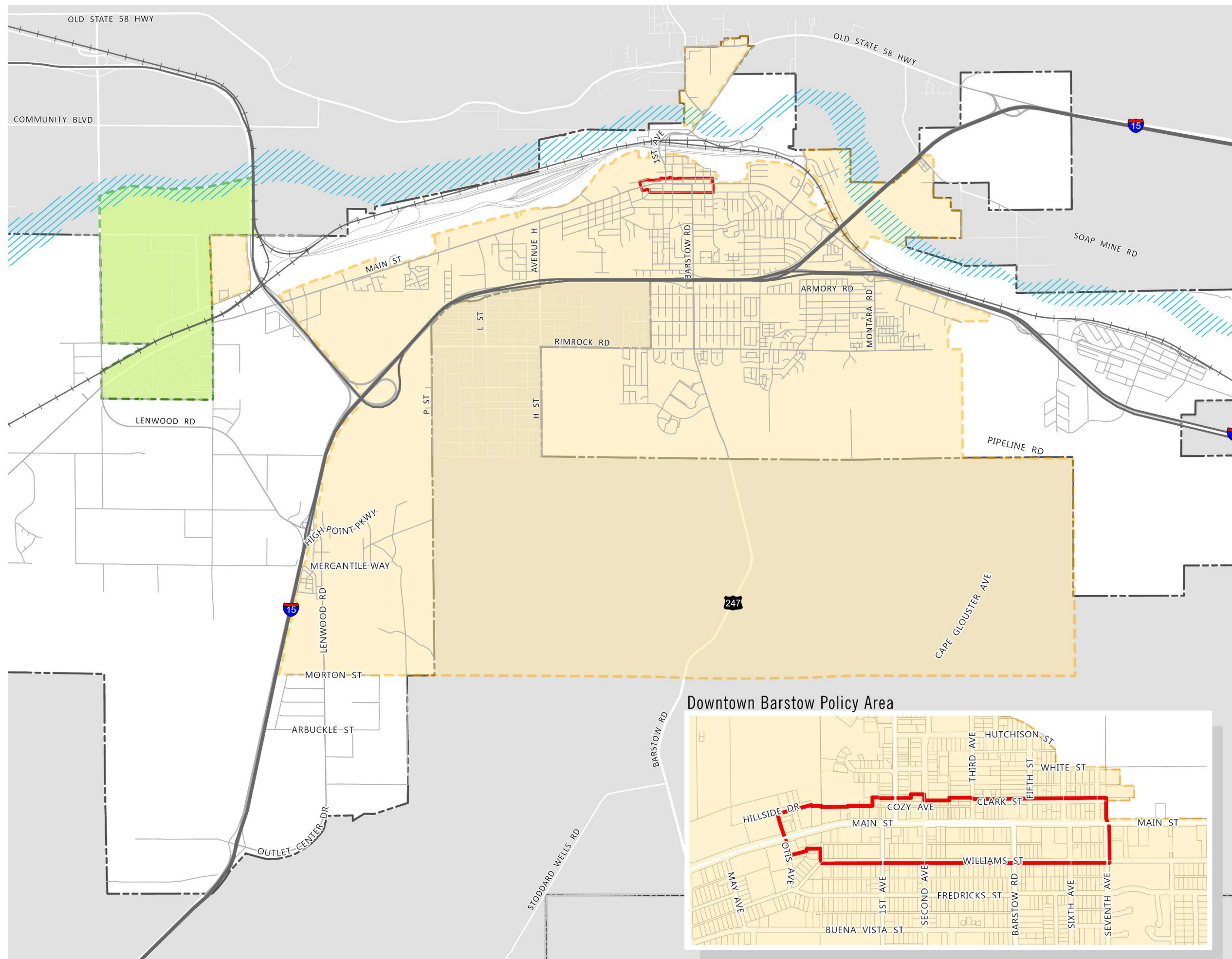


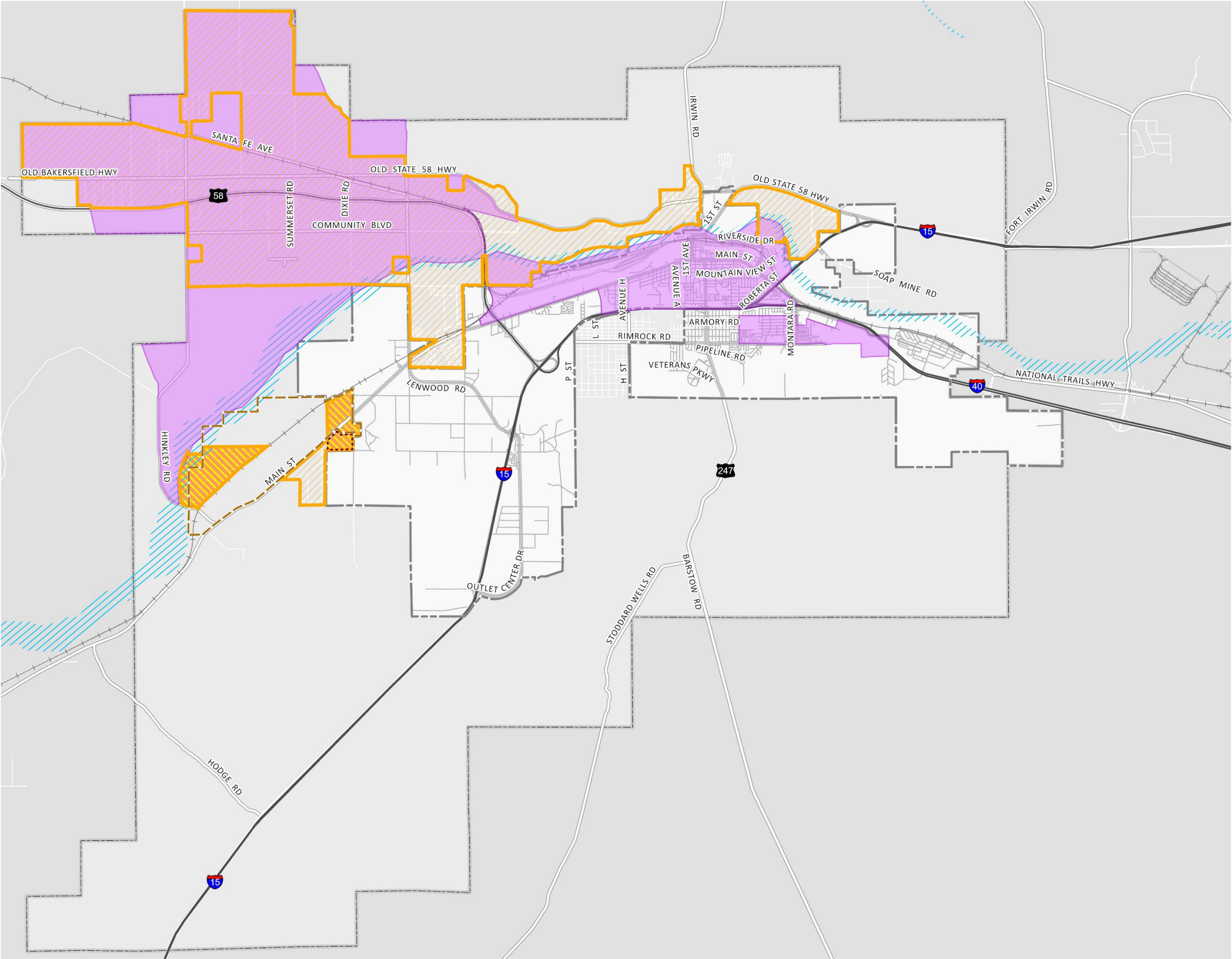
Figure LU-2
Special Policy Areas

- City Boundary
- Sphere of Influence
- Special Policy Areas**
 - Downtown Barstow
 - Central Barstow
 - Lenwood CDP

Central Barstow is where the vast majority of Barstow residents live, shop, recreate, worship, and go to school. The intent for the area is to locate new residential, commercial, and recreational development near existing infrastructure and amenities to improve the quality of life for current and future community members. New industrial development is not permitted within Central Barstow to avoid potential conflicts with existing and planned uses. The area is generally bounded by Interstate 15 and Highway 58 to the west, the BNSF Barstow Yard and tracks to the north, the concrete batch plant and MCLB Nebo to the east, and extends south to the Barstow Landfill.

Downtown Barstow is the cultural hub of the city. Storefronts and restaurants are designed in a way that facilitates a vibrant, experience-oriented atmosphere and pays homage to the rich history of Route 66. The area is comprised of a mix of land uses that provide the opportunity to live, work, shop, and eat during the day and/or night. The public rights-of-way along and intersecting with Main Street are designed to support pedestrians and cyclists, and to host community events for both residents and tourists. The area is bounded by Otis Avenue to the west and 7th Avenue to the east and extends one block north and south of Main street to Clark Street / Cozy Avenue and Williams Street, respectively.

Figure LU-3
Disadvantaged Communities



- City Boundary
- Sphere of Influence
- Annexation Area A
- Annexation Area B
- SB 244 Disadvantaged Unincorporated Communities (DUCs)
- DUCs to be removed upon annexation
- SB 1000 Environmental Justice Communities



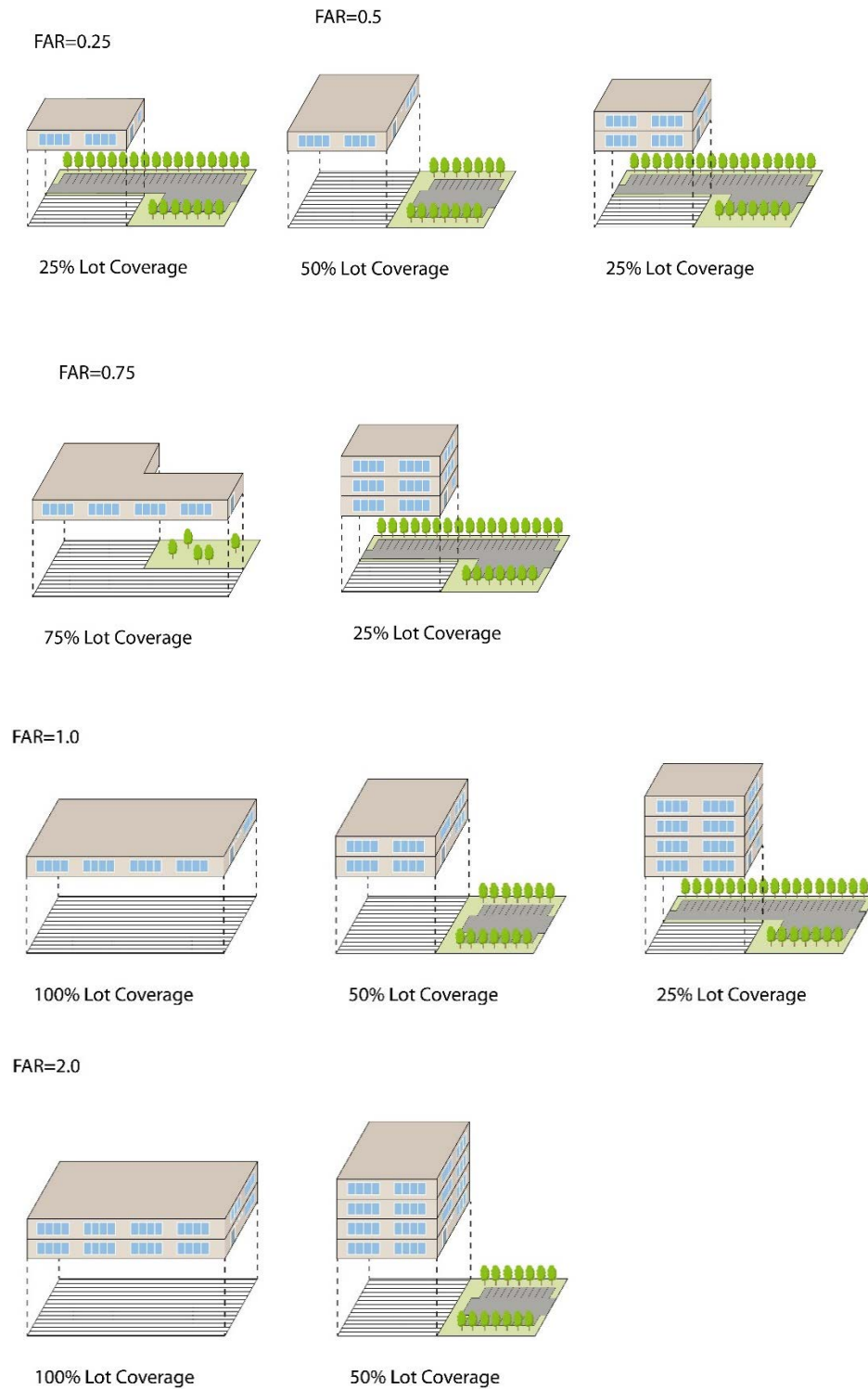
0 0.5 1 1.5 2 MI

Source: City of Barstow, LAFCO 2025

GENERAL PLAN

Date: 11/3/2025

Figure LU-4. Floor Area Ratio





Circulation & Mobility

Barstow General Plan



Introduction

The Circulation & Mobility Element provides guidance and support to meet the needs of residents, businesses, emergency service providers, the military, and other roadway users.

The element also recognizes key objectives for improving air quality, reducing the environmental impacts of vehicular travel, and achieving other community goals such as coordinating with transit providers and increasing pedestrian and multimodal mobility options.

Additional policy direction helps the City to coordinate with other jurisdictions and agencies to plan and improve roadway and goods movement networks within Barstow and throughout the region to support a strong and resilient national supply chain and military defense system.

This Element provides guidance and support to:

- Provides overall guidance to satisfy the local and subregional mobility needs of our residents, visitors, and businesses while maintaining the quality of life outlined in the Vision.
- Addresses the range of mobility options for residents and workers, including vehicular, transit, pedestrian, bicycle, and other modes of active transportation.
- Supports the safe and efficient movement of goods and services within Barstow and in furtherance of an efficient and resilient national supply chain and a strong national defense system

Goals and Policies

GOAL CM-1

A roadway network that provides for the safe and efficient mobility needs of residents, businesses, visitors, and emergency services.

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-1.5 Road Maintenance.

Regularly update the pavement management plan and maintain roadways to ensure safety and functionality, as an investment strategy, and to improve the City's image and quality of life.

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-1.9 Safe Systems Approach.

Implement Safe Systems Approach principles into roadway design, aligning with the goals of Vision Zero, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.

Policy CM-1.10 Safety Corridors.

Identify roadways with a higher concentration of collisions and prioritize safety improvements to reduce collisions, with an emphasis on pedestrians, bicyclists, and micromobility users. Begin implementation within two years and regularly monitor progress, with the goal of implementing safety countermeasures on all safety corridors within 25 years.

GOAL CM-2

Comprehensive bicycle, pedestrian, and transit networks that promote physical activity and non-automotive travel within Barstow for people of all ages and abilities.

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-2.2 Bicycle network.

Establish and maintain a citywide bicycle network that consists primarily of Class I multipurpose trails, Class II bike lanes, or Class IV separated bikeways. Class III bike routes are acceptable facilities in constrained circumstances to attain connectivity.

Policy CM-2.3 Electric bikes.

Support and encourage the use of electric bicycles to reduce resident and employee reliance on cars, resulting in greater mobility while lowering vehicle miles traveled and associated emissions. **[EJ-PF]**

Policy CM-2.4 Transit Service.

Coordinate with Victor Valley Transit Authority (VVTa) to provide residents and workers with accessible and convenient service between residential neighborhoods, commercial centers, educational facilities, employment nodes, and medical facilities. Coordinate with VVTa to install, improve, and maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to motorists. **[EJ-PF]**

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-2.6 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.

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-2.8 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.

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.

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.

GOAL CM-3

A road and rail network that facilitates goods movement and supports the mission of national defense, while minimizing congestion and disruption along both freeways and local streets.

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 minimize noise and vibration impacts on sensitive land uses.

Tables and Figures

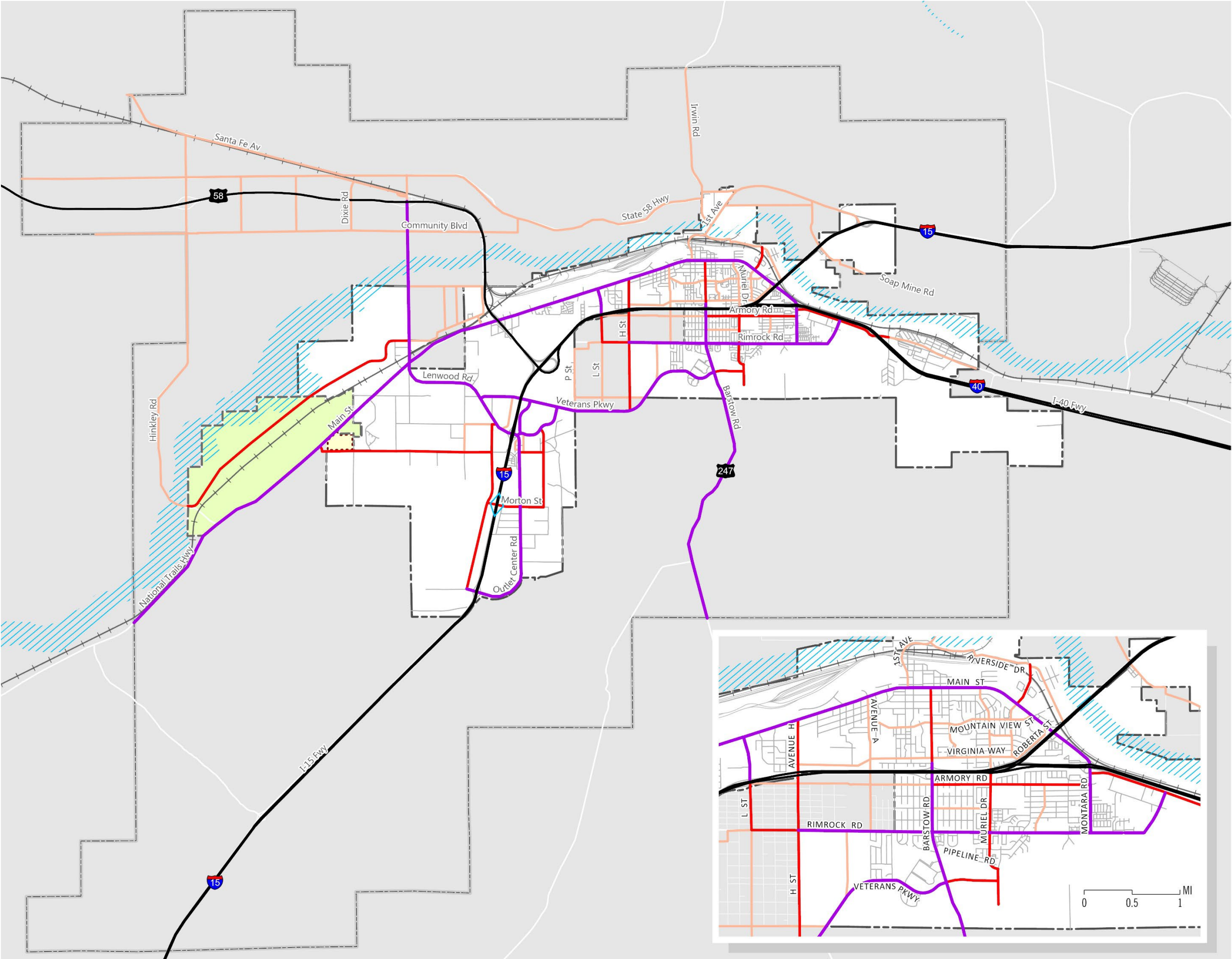
Table CM-1. Street Classifications

Classification	Function and Description
Primary Arterial	Carries most of the traffic entering and leaving parts of the city. Typically consists of with four travel lanes, a center median or turn lane, and pedestrian sidewalks. May also include spaces for transit and bicycle facilities. <i>Typical ROW: 100' / 84' curb-to-curb / 10-12' median / 16' sidewalk</i>
Secondary Arterial	Interconnects with and augments the primary arterial network, distributing traffic to nearby homes, businesses, and community spaces. Typically consists of between two and four travel lanes, a center median or turn lane, and pedestrian sidewalks. May also include spaces for transit, parking, and bicycle facilities. <i>Typical ROW: 80' / 64' curb-to-curb / 10-12' median / 16' sidewalk</i>
Collector	Provides access within residential neighborhoods, commercial, and industrial areas and collects traffic from local roads to channel onto arterial streets. Typically consists of two travel lanes, pedestrian sidewalks, and spaces for bicycle facilities. May also include a center turn lane and spaces for transit, parking, and bicycle facilities. <i>Typical ROW: 60' / 40-44' curb-to-curb / 10-12' turn lane / 16-20' sidewalk</i>
Local	All other public streets not classified at a higher level, providing direct access to properties and other transportation facilities. Typically consists of two travel lanes and pedestrian sidewalks. May also include spaces for parking and bicycle facilities. <i>Typical ROW: Up to 60' / 40' curb-to-curb / 20' sidewalk</i>
Priority Safety Corridors. The City has identified roadway segments where customized design features, physical dimensions, and/or programmatic approaches are desired to further improve safety for pedestrians and bicyclists. The City will evaluate and pursue improvements for the following priority safety corridors: • Main Street between Muriel Drive and Yucca Avenue • Main Street between Sundance Lane and Avenue H • 1st Avenue between Lawrance Dale Drive and West Cottage Street	

Table CM-2. Bikeway Classifications

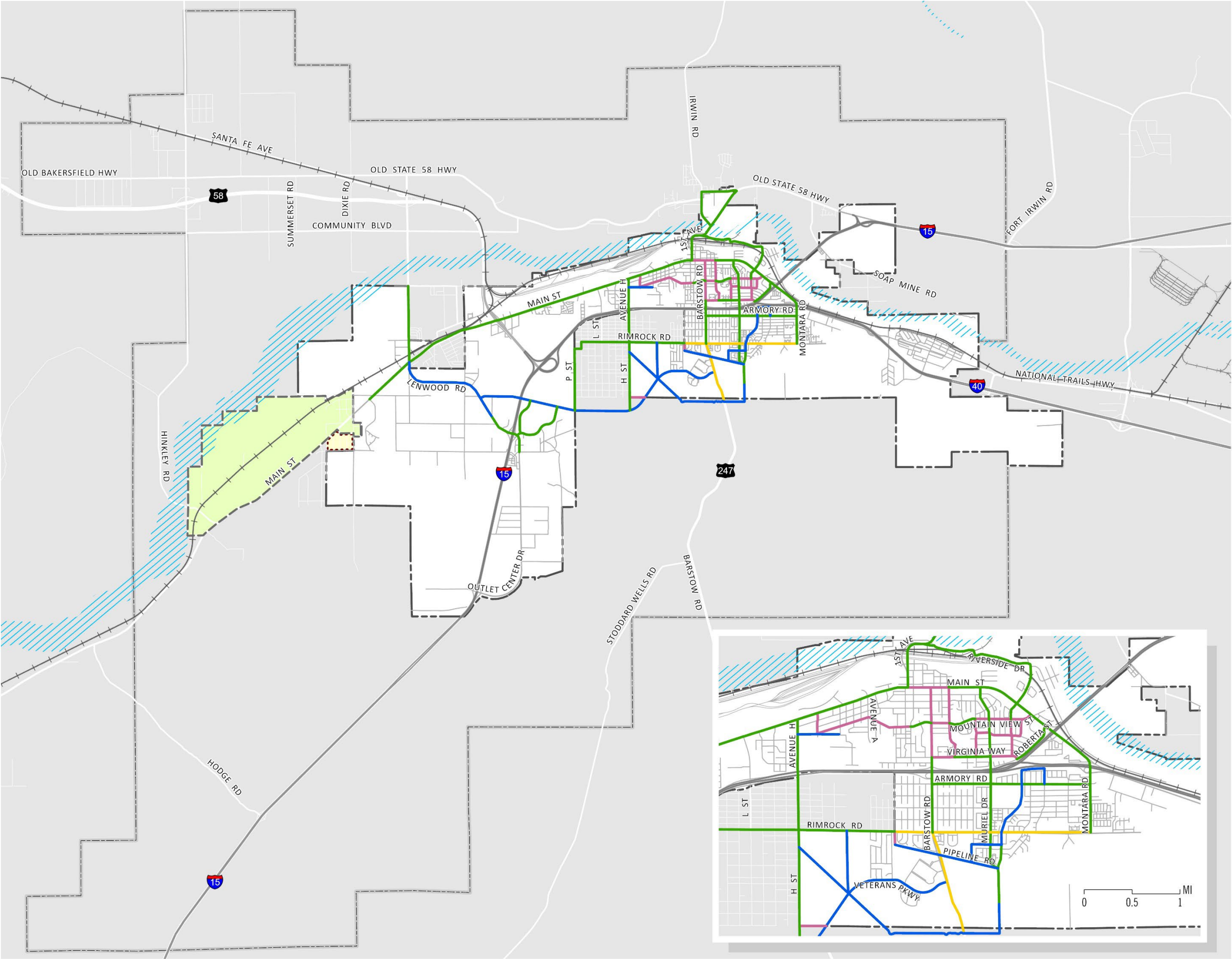
Classification	Description
Class I Multipurpose Trail	A bikeway physically separated from the roadway and is considered an off-street facility. This multipurpose trail may also be used by pedestrians, skaters, wheelchair users, joggers, and other non- motorized users. Typical width is at least 10 feet to support use in two directions. Along trails and rights-of-way where pedestrian activity is low, typical width is at least 8 feet.
Class II Bike Lane	A portion of roadway that has been designated by striping, signaling, and pavement markings for the preferential or exclusive use of bicyclists in a single direction. Bike lanes can also be designed with a designated buffer space between the bike lane and the adjacent travel lane.
Class III Bike Route	A generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.
Class IV Separated Bikeway or Cycle Track	A bikeway for the exclusive use of bicycles that includes a physical separation between the bikeway and the through-vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

Figure CM-1
Roadway Network



- City Boundary
- Sphere of Influence
- Annexation Area A
- Annexation Area B
- Roadway Network**
- Freeway
- Primary Arterial
- Secondary Arterial
- Collector
- Future Interchange

Figure CM-2
Bicycle Network



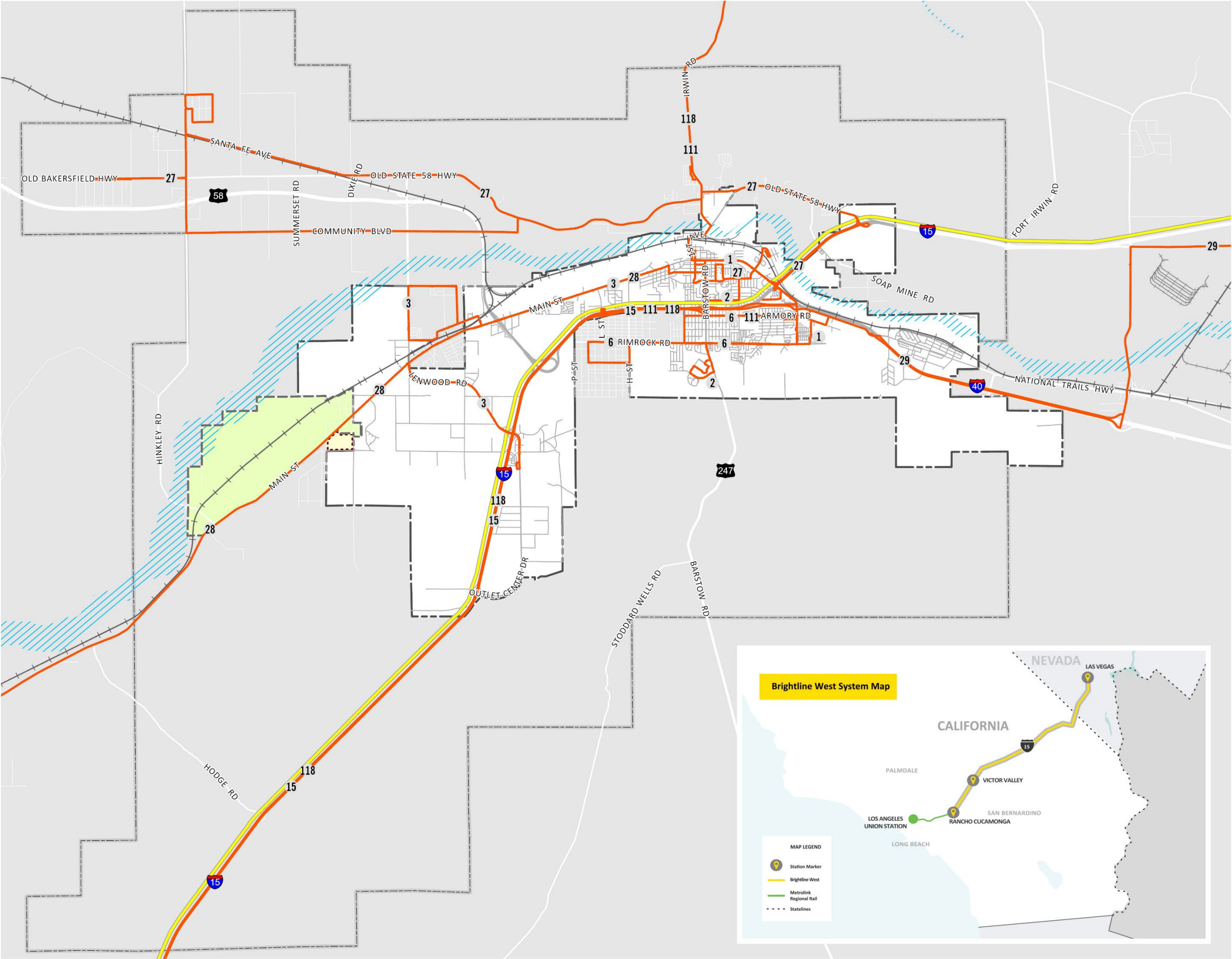
- City Boundary
 - Sphere of Influence
 - Annexation Area A
 - Annexation Area B
- Bike Facility Classification**
- Class I Multipurpose Trail
 - Class II Bike Lane
 - Class III Bike Route
 - Class IV Separated Bikeway/Cycle Track

Note:
This map displays the City's ultimate citywide bicycle network, including facilities that currently exist and future improvements (upgrades and/or new facilities). New bicycle facilities will be added as roadways are improved, designed, and constructed.

Facilities shown outside of the city boundary would be constructed concurrently with roadway improvements and/or in coordination with the County of San Bernardino.



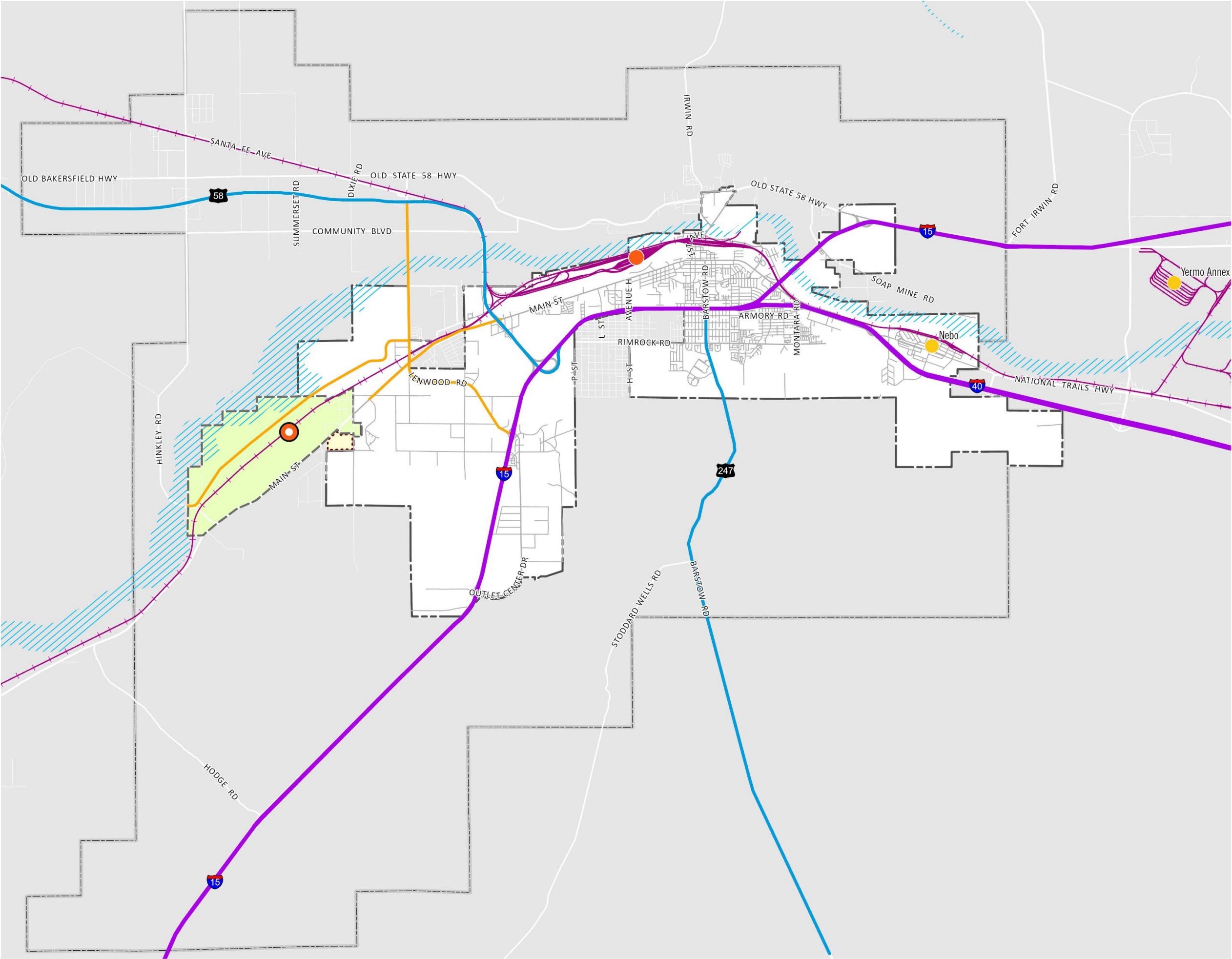
Figure CM-3
Transit Network



- City Boundary
 - Sphere of Influence
 - Annexation Area A
 - Annexation Area B
- Transit Network**
- Victor Valley Transit Authority Bus Routes
 - High-Speed Rail (Brightline West)



Figure CM-4
Goods Movement



- City Boundary
 - Sphere of Influence
 - Annexation Area A
 - Annexation Area B
- Rail Facilities**
- Existing Rail Yard (MCLB)
 - Existing Rail Yard (BNSF Barstow)
 - Future Rail Yard (BNSF BIG)
 - BNSF Rail
- Truck Routes**
- National Truck Route
 - State Truck Route
 - Local Truck Route

Note:
The rail alignment within BIG will change after construction.





Housing

Barstow General Plan



Introduction

The Housing Element of the Barstow General Plan identifies and establishes the City's strategy for the maintenance and development of housing to meet the needs of existing and future residents. It establishes policies that will guide City decision making and an action program to implement housing goals for the state-designated eight-year planning period: October 15, 2021, through October 15, 2029.

The City's housing strategy is based on a comprehensive evaluation of existing and previous housing programs and policies; an analysis of the City's population, economy, and housing characteristics; an assessment of fair housing issues; and a discussion of the physical and regulatory resources and constraints for housing production.

The policies and programs direct how the City, service providers, developers, and property owners can facilitate a mix and balance of housing types and costs to meet the needs of all segments of the community while enhancing and preserving the community's character.

Additional guidance addresses the provision of affordable housing for special needs groups, the promotion of fair housing for all residents, and the maintenance of the existing affordable housing stock.

Certified Housing Element. The City's Housing Element was certified by the State Department of Housing and Community Development on December 20, 2024. The full version of the City's Housing Element is incorporated by reference and provided under separate cover.

State law requires an update to the Housing Element every eight years. For Barstow, the next planning period will cover 2029-2037, with update efforts likely starting around 2028.

Goals and Policies

GOAL H-1

A diverse range of housing types that meets the City's housing needs.

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-1.2

Encourage the development of multifamily housing with three or more bedrooms per unit to accommodate large families and address unit overcrowding in Barstow.

Policy H-1.3

Encourage the development of housing for older adults and those with special housing needs by offering regulatory or financial incentives, where feasible.

Policy H-1.4

Encourage 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.

GOAL H-2

Improved and well-maintained housing stock that provides a safe, healthful, and suitable living environment for residents.

Policy H-2.1

Ensure that all new housing construction adheres to applicable building, safety, and health requirements that protect the health, safety, and welfare of residents.

Policy H-2.2

Promote housing and residential property maintenance through education, building inspections, code compliance, and financial assistance where feasible.

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-2.4

Assist lower income households, where feasible, in maintaining and improving the quality and livability of their homes.

Policy H-2.5

Facilitate, where feasible, the preservation of existing affordable housing to maintain the housing security of lower income residents, including those with special needs.

GOAL H-3

Quality residential neighborhoods that complement both the built and natural environment.

Policy H-3.1

Promote and encourage innovation and creativity in housing development through residential construction methods and materials that incorporate energy-saving features.

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-3.5

Engage with housing stakeholders to foster conversations surrounding housing; provide transparent internal practices to facilitate new housing. **[EJ-CE]**

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]*

GOAL H-4

Equal opportunities for all residents to reside in the housing of their choice.

Policy H-4.1

Coordinate with developers to facilitate housing production and strive to connect them with relevant information as it relates to fair housing.

Policy H-4.2

Continue to support nonprofit organizations through available incentives to provide assistance to those experiencing homelessness.

Policy H-4.3

Continue collaboration with other public agencies involved in the enforcement of laws aimed at promoting fair access to housing (fair housing laws) and nondiscrimination.

Policy H-4.4

Encourage the expansion of opportunities for housing access, homeownership, and/or rental for lower income households and those with special needs.

Policy H-4.5

Administer municipal programs and activities relating to housing and community development in a manner consistent with affirmatively furthering fair housing; seek to remove barriers to housing and services based on protected characteristics.



Open Space & Conservation

Barstow General Plan



Introduction

Barstow's parks and open spaces are a source of pride for the community because they provide cultural, recreational, social, and educational opportunities for people of all ages, incomes, and abilities. Parks and recreational spaces and facilities play a pivotal role in the overall health and livability of the community.

The City of Barstow is committed to preserving its historic, cultural, and natural resources (including biological resources, energy, air quality, and water). Preserving the quality of these resources is not only beneficial to current residents, but crucial to the sustainability of future generations.

The Open Space and Conservation Element provides guidance and direction to:

- Establish goals for the City's system of parks and recreation facilities and programs.
- Preserves historic, cultural, and natural resources

Goals & Policies

GOAL OSC-1

Parks and recreation facilities and programs that enable residents of all ages and abilities to be active and healthy.

Policy OSC-1.1 Parkland standard.

Require developers of new single-family, multifamily, residential, or mixed-use residential projects to provide or pay fees equivalent to a ratio of three acres of public park lands per 1,000 persons.

Policy OSC-1.2 Diverse recreation opportunities.

Design, maintain, and improve parks and recreation facilities to provide a diverse range of recreational opportunities for people of all ages and abilities. Adopt and periodically update a parks master plan that identifies the community's recreational needs and interests to improve and adapt park facilities and programming.

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-1.6 Heat abatement.

Design parks to include features such as shade structures and hydration stations to provide passive and active relief from extreme heat.

GOAL OSC-2

The preservation of the desert environment through the responsible management of natural open spaces.

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.

GOAL OSC-3

Improved indoor and outdoor air quality in Barstow and reduced emissions at the local and regional level.

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-3.2 Pollutant reduction and monitoring.

Coordinate with the Mojave Desert Air Quality Management District (MDAQMD) and San Bernardino County to reduce greenhouse gas emissions consistent with state law and other pollutants to maintain and progress toward state and federal attainment status. Collaborate with MDAQMD and other entities to monitor and reduce major pollutants affecting the City at the emission source. **[EJ-AQ]**

Policy OSC-3.3 Construction and operations.

Invest as resources are available in City facilities and fleet vehicles to improve energy efficiency and reduce emissions. Encourage City contractors and other builders and developers to use low-emission construction vehicles and equipment to improve air quality and reduce emissions.

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-3.5 Indoor air quality.

Pursue funding to improve indoor air quality for households with poor indoor air quality, with priority given to assisting lower income households. **[EJ-AQ, SH]**

Policy OSC-3.6 Improved outdoor air quality.

Work with the Mojave Desert Air Quality Management District, San Bernardino Association of Governments, San Bernardino County, neighboring jurisdictions, and community partners to implement federal ozone and PM 10 and PM2.5 non-attainment plans and meet federal and state air quality standards, by reducing overall air pollutant emissions from mobile and stationary sources.

GOAL OSC-4**Water safe for human consumption and the natural environment.****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 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.

GOAL OSC-5**Preservation and conservation of the desert ecosystem and regional biological diversity through sustainable practices in open space design and management.****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.

GOAL OSC-6

The responsible extraction of mineral resources.

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-6.3 Land banking.

Encourage the use of on-site aggregate when new development is proposed in an area containing aggregate resources.

GOAL OSC-7

Cultural, historic, and scenic resources that speak to the identity of Barstow and the surrounding environment.

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.

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.

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.

Policy OSC-7.4 Public art.

Encourage the incorporation of art in public spaces that celebrates the community's history and/or future, consistent with the City's vision.

Policy OSC-7.5 Off-site signage.

Prohibit new billboard signage, which is designed for the rental or lease of such sign space for advertising not relating to the use of the property upon which the sign exists, throughout the city and encourage the removal of existing billboard signage. Allow off-site signage that provides directions to public facilities, transportation facilities, historical assets that are within or connect to the city, or which promotes one or more activities, events, or land uses within the City of Barstow.

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.

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.

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.

GOAL OSC-8

A cost-effective and reliable energy system that promotes economic prosperity, public safety, and environmental sustainability.

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.

Policy OSC-8.2 Renewable sources.

Promote the use of renewable energy sources for the construction and operation of public and private sector development.

Policy OSC-8.3 Zero-emission infrastructure.

Coordinate with regional, state, and federal agencies as well as Victor Valley Transit Authority to plan for, fund, and install facilities that support the clean fueling of automobiles, public transit, electric bikes, and medium- and heavy-duty vehicles.

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.

Policy OSC-8.5 Green trades.

Coordinate with local institutions as well as regional, state, and federal agencies to support local workforce development and certification for green trades.

Tables and Figures

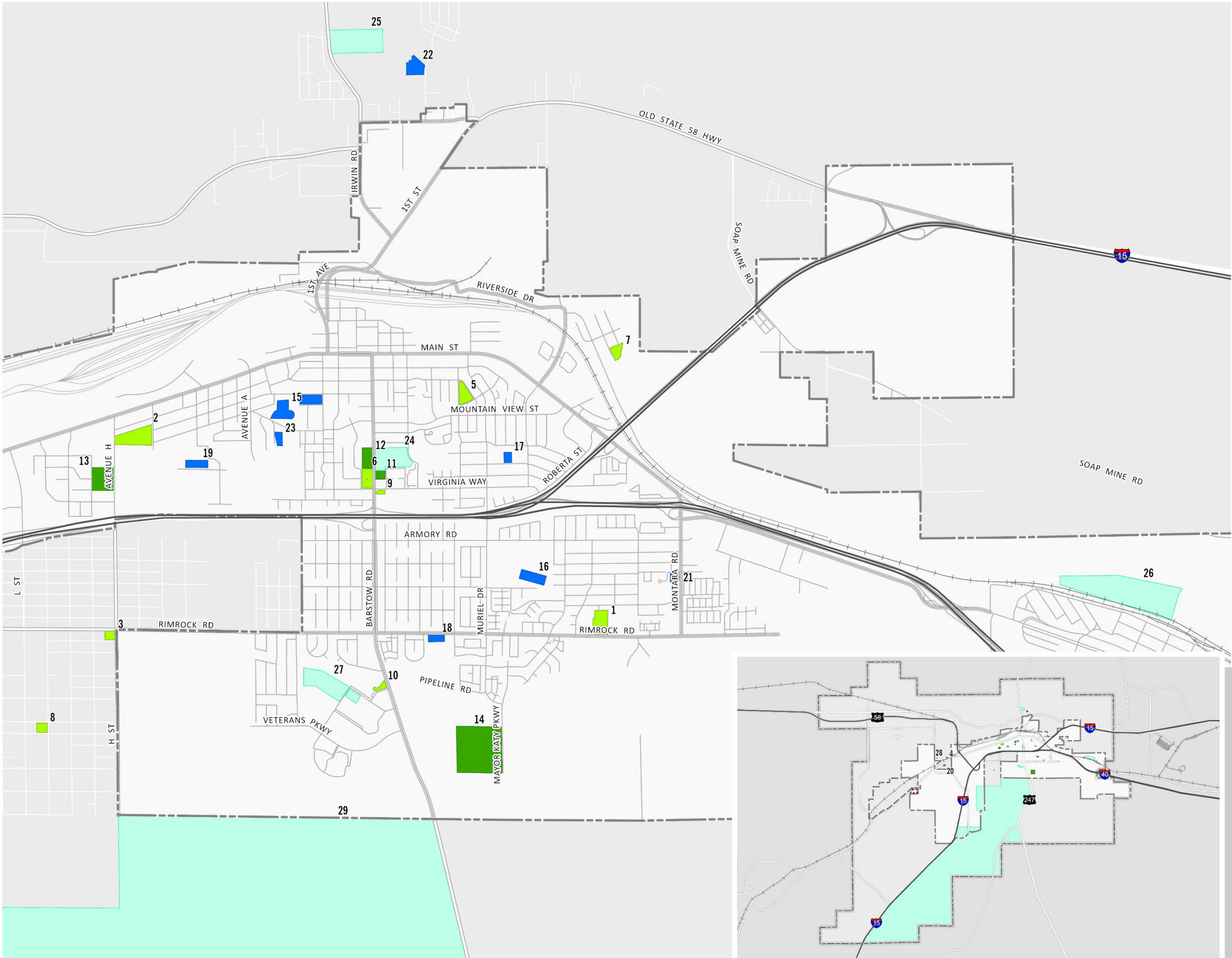
Table OSC-1. Public Parks and Recreation Facilities

Park/Facility Name	Type	Acres	Amenities/Notes
Public Parks		35.26	
Donald Stringham Park	Community Park	6.34	Basketball court, ballfield (with and without lights), football field; subject to BUSD LLA ¹
Foglesong Park	Community Park	10.10	BBQ, picnic tables, playground, ballfield, ballfield with lights, public pool, restrooms, stage, horseshoe pits
Barstow Heights Park	Neighborhood Park (Barstow Heights)	2.02	Basketball court, BBQ, picnic tables, playground, volleyball court, restrooms, horseshoe pits
Jasper Park	Neighborhood Park (Lenwood)	3.17	Basketball court, picnic shelters, BBQ, picnic tables, playground, restrooms
Lillian Park	Neighborhood Park	3.69	BBQ, picnic tables, playground, ballfield, ballfield with lights, restrooms
Lower Dana Park & Skate Park	Neighborhood Park	3.88	Picnic shelters, BBQ, picnic tables, playground, tennis courts with lights, skate park, restrooms
Sturnacle Park	Neighborhood Park	2.44	Basketball court, picnic tables, playground, ballfield, restrooms
Venner Park	Neighborhood Park (Barstow Heights)	1.80	Basketball court (outdoor), picnic shelters, BBQ, picnic tables, playground, restrooms
Rotary Centennial Park	Pocket Park	0.66	Historical assets, trail
MWA Demonstration Garden	Pocket Park	1.14	Sustainable garden, xeriscaping, self-guided trails
Public Recreation Facilities		53.90	
Cora M Harper Fitness Center	Community Center	1.64	Kitchen, cardio/weight rooms racquetball courts, basketball court, restrooms, stage
Dana Park Community Center	Community Center	4.05	Multi-purpose room, kitchen, BBQ, picnic tables, playground, skateboard park, and restrooms
H Ave Soccer Fields	Sports Fields	9.28	Soccer field, soccer field with lights, restrooms
Robert Sessions Sports Park	Sports Fields	38.93	Basketball court, BBQ, picnic tables, playground, ballfield with lights, soccer field with lights, volleyball court, restrooms, batting cages

Table OSC-1. Public Parks and Recreation Facilities

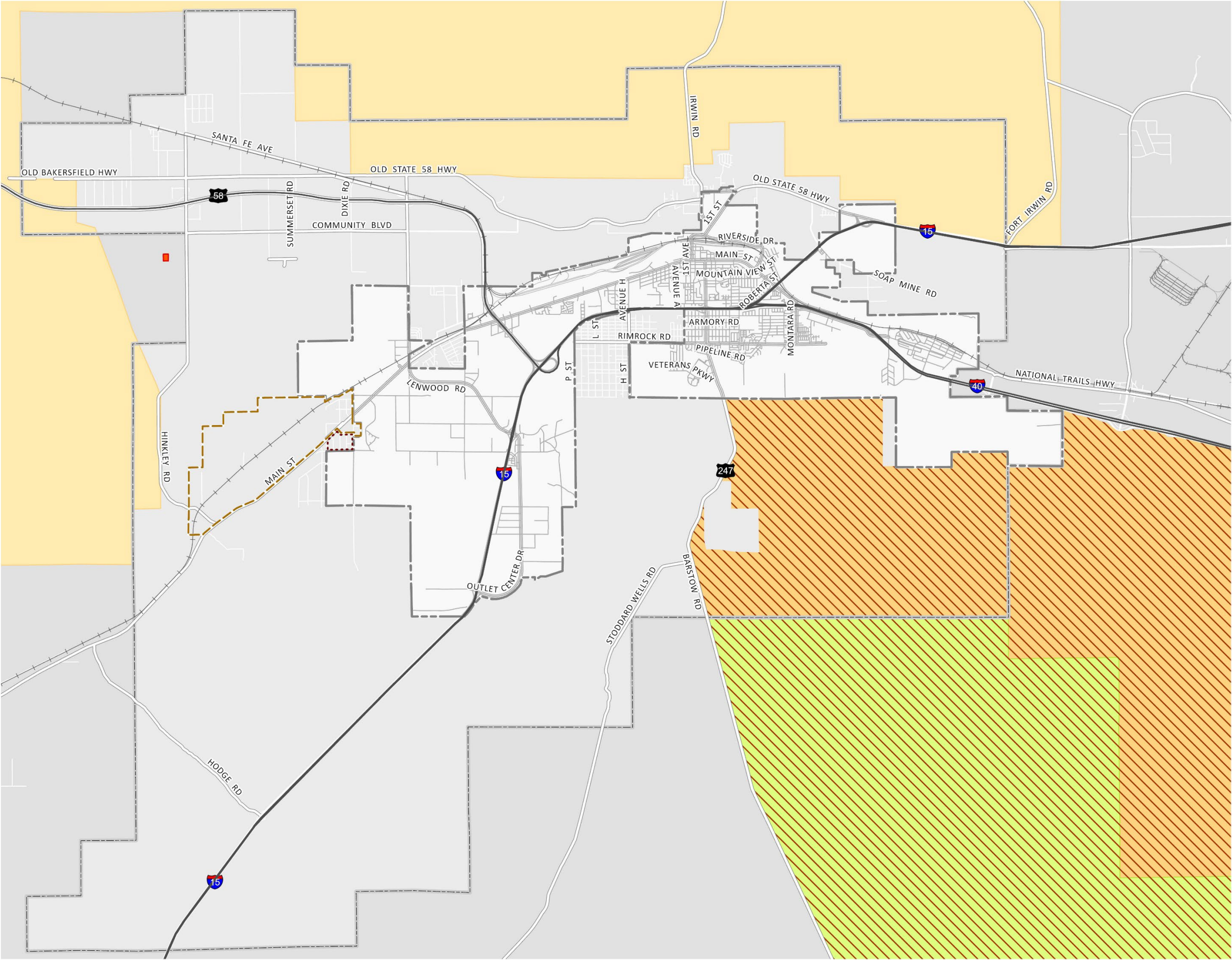
Park/Facility Name	Type	Acres	Amenities/Notes
Public School Facilities		34.91	
Barstow High	School fields	9.25	BUSD agreement ²
Barstow Junior High	School fields	4.61	BUSD agreement ²
Cameron Elementary	School fields	1.50	BUSD agreement ²
Crestline Elementary	School fields	2.06	BUSD agreement ²
Henderson Elementary	School fields	3.11	BUSD agreement ²
Lenwood Elementary	School fields (Lenwood)	6.30	TBD ³
Montara Elementary	School fields	1.47	BUSD agreement ²
Skyline North Elementary	School fields (north SOI)	4.96	BUSD agreement ²
Thomson Elementary	School fields	1.67	BUSD agreement ²
Other Spaces and Facilities⁴		106.74	
Desert Discovery Center	Nature center	12.97	Educational center, self-guided trails, and natural, cultural, and historical assets
Mt View Memorial Park	Cemetery (north SOI)	22.80	Public cemetery, walking trails
Marine Memorial Golf Course	Golf course	53.68	Public golf course (9-hole) (outside gate of MCLB)
Barstow Community College	School facilities	16.52	Student use only, ball fields, tennis courts, basketball courts, weight/wellness center
High Desert Estates Park	Private Pocket Park (Lenwood)	0.76	Private
Stoddard Valley OHV Area	OHV	--	OHV trails, camping ⁵
Notes: 1. Subject to Land Lease Agreement between City of Barstow and Barstow Unified School District (BUSD). 2. Used by local organized youth sports leagues based on an annual Use of Facilities Agreement with BUSD that guarantees access/use. Based on this usage, 50% of the acreage shall count toward the City's park standard. 3. Owned and maintained by BUSD and currently in need of rehabilitation. Based on the condition, 25% of the acreage shall count toward the City's park standard, increasing to 50% upon being improved. 4. Based on usage patterns and access, the following percentages count toward the City's park standard: Desert Discovery Center (25%), Mt View Memorial Park (10%), Marine Memorial Golf Course (10%), Barstow Community College (5%), High Desert Estates Park (0%), Stoddard Valley OHV Area (0%). 5. Off-highway vehicle (OHV) area controlled by the Federal Bureau of Land Management; acreage not shown.			

Figure OSC-1
Parks and Recreation
Resources



- City Boundary
 - Sphere of Influence
 - Annexation Area A
 - Annexation Area B
- Public Parks**
- 1, Donald Stringham Park
 - 2, Folglesong Park
 - 3, Barstow Heights Park
 - 4, Jasper Park
 - 5, Lillian Park
 - 6, Lower Dana Park & Skate Park
 - 7, Sturnacle Park
 - 8, Venner Park
 - 9, Rotary Centennial Park
 - 10, MWA Demonstration Garden
- Public Recreational Facilities**
- 11, Cora M Harper Fitness Center
 - 12, Dana Park Community Center
 - 13, H Ave Soccer Fields
 - 14, Robert Sessions Sports Park
- Public School Facilities**
- 15, Barstow High School field
 - 16, Barstow Jurnior HS field
 - 17, Cameron ES field
 - 18, Crestline ES fields
 - 19, Henderson ES field
 - 20, Lenwood ES field
 - 21, Montara ES fields
 - 22, Skyline North ES field
 - 23, Thomson ES field
- Other Spaces and Facilities**
- 24, Desert Discovery Center
 - 25, Mt View Memorial Park (cemetery)
 - 26, Marine Memorial Golf Course
 - 27, Barstow Community College field
 - 28, High Desert Estates Park (private)
 - 29, Stoddard Valley OHV Area

Figure OSC-2
Protected Open Space

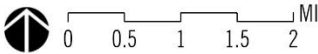


- City Boundary
- Sphere of Influence
- Annexation Area A
- Annexation Area B
- California Desert National Conservation Lands
- Superior-Cronese ACEC
- Dagget Ridge Monkey Flower ACEC
- Ord-Rodman ACEC
- Hinkley Conservation Easement

Note: ACEC = Areas of Critical Environmental Concern



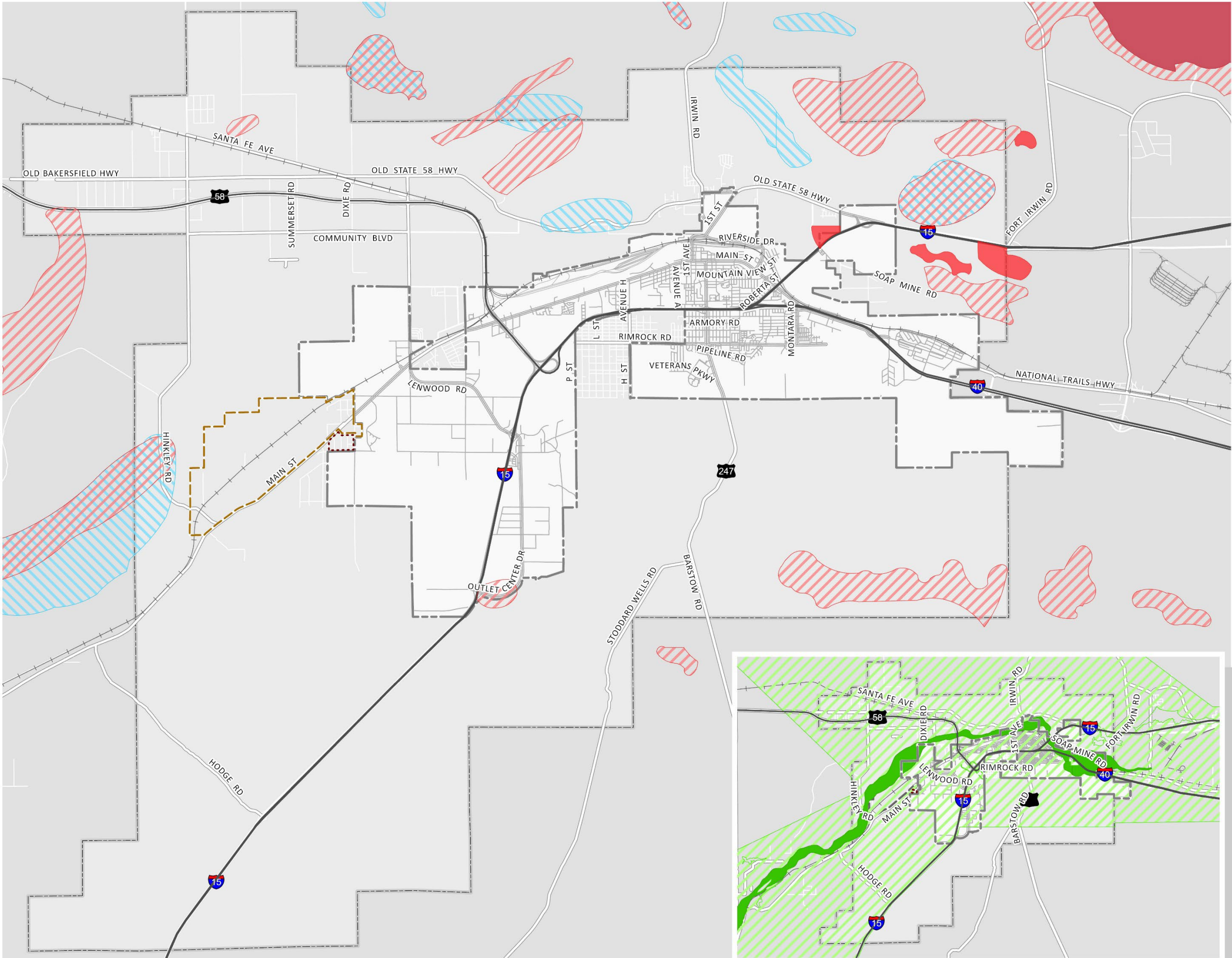
GENERAL PLAN



Date: 11/3/2025

Source: CEC 2018, BLM 2025

Figure OSC-3
Mineral Resources



- City Boundary
- Sphere of Influence
- Annexation Area B
- Annexation Area A
- Mineral Resource Zones
 - 2 - Known or Highly Likely Location
 - 3 - Moderate Potential or Possible Location
- Hydrothermal Deposits
 - 2 - Known or Highly Likely Location
 - 3 - Moderate Potential or Possible Location
- Aggregate Resources
 - 2 - Known or Highly Likely Location
 - 3 - Moderate Potential or Possible Location



Public Facilities & Services

Barstow General Plan



Introduction

The ability to live and prosper is dependent on the cost-effective and reliable provision and management of water, wastewater, stormwater, solid waste, power, and communication systems.

Additional public services provided by the City and other public agencies and community-serving entities are vital in establishing a safe and healthy environment for Barstow residents, visitors, and workers.

The Public Facilities and Services Element provides guidance and direction to:

- Ensure current and future residents, businesses, and institutions are adequately served by infrastructure.
- Emphasize the importance of quality and accessible health care, education, community services, and cultural activities

Goals and Policies

GOAL PFS-1

Reliable and cost-effective infrastructure systems and services that adequately serve residents, businesses, and institutions.

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-1.2 Recycled and reclaimed water.

Expand the City's recycled water capabilities and encourage the use of recycled water for landscaping, groundwater recharge, direct potable reuse, and other appropriate uses. Support the use of greywater systems for non-potable purposes.

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.

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-1.6 Water and sewer priority.

Communicate and process development applications in a manner that prioritizes service allocation to approved developments that include housing affordable to lower income households. **[EJ-PF]**

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-1.8 Solid waste.

Provide a solid waste management system that meets or exceeds state recycling and waste diversion mandates while providing cost-effective disposal of waste for residents, businesses, and institutions.

Policy PFS-1.9 Electricity and natural gas.

Coordinate with Southern California Edison and Southwest Gas to ensure the safe, reliable, and cost-effective delivery of electricity and natural gas to homes, businesses, and institutions.

Policy PFS-1.10 Telecommunications.

Encourage the expansion of affordable, high-speed fixed and wireless internet access in underserved and unserved areas, as defined by the California Public Utilities Commission. **[EJ-PF]**

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.

GOAL PFS-2

High quality public facilities and services that provide the foundation for public safety, community health, and an educated and well-trained workforce.

Policy PFS-2.1 Response capacity.

Maintain police and fire staffing, facilities, and training activities to effectively respond to emergency and general public service calls and to create a real and perceived sense of safety for residents, visitors, and businesses.

Policy PFS-2.2 Community awareness.

Promote public safety by maintaining and enhancing police, disaster, and emergency preparation education and outreach programs in multiple languages and methods to be inclusive of those with access and functional needs.

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-2.4 Local workforce training.

Facilitate collaboration between Barstow Community College and major employers to provide occupational training for Barstow residents and workers.

Policy PFS-2.5 Local workforce priority.

Encourage major employers to establish and implement local workforce hiring preference policies.

Policy PFS-2.6 Lifelong learning and career advancement.

Advocate for the continued provision and expansion of educational programs available through Barstow Community College to support lifelong learning.

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-2.8 Library access.

Coordinate with the County and other entities to maintain, expand, and improve library services, technologies, and facilities to meet the needs of the community, increase library patronage, and support the role of libraries as a focal point of community engagement and events. **[EJ-CE]**

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.

Policy PFS-2.10 Access to healthy food.

Support the promotion of equitable access to affordable, healthy food choices in the community through collaboration with community-based organizations, private companies, and not-for-profit entities. **[EJ-FA]**

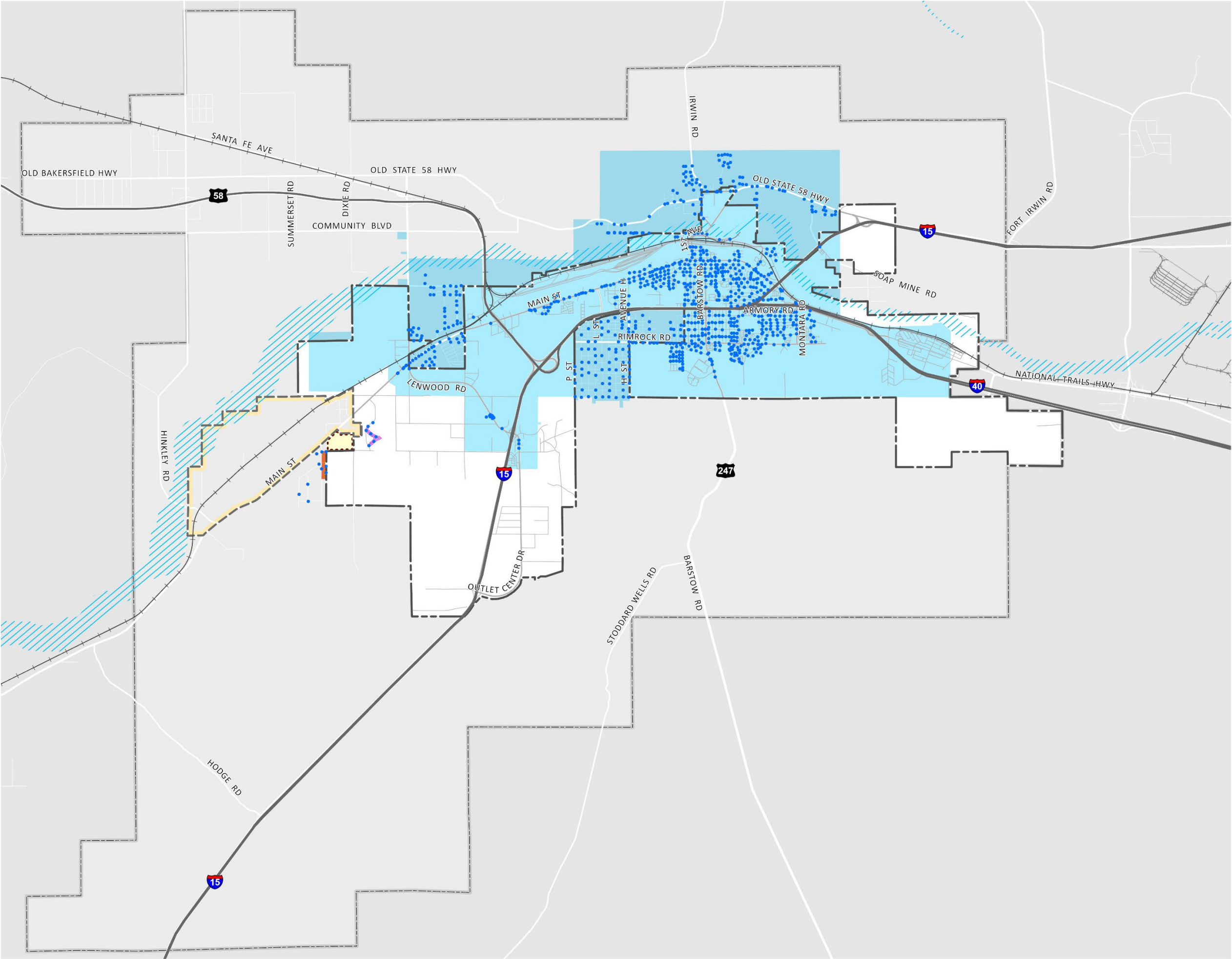
Policy PFS-2.11 Veteran support.

Continue to invest in services to assist veterans and their families connect with service providers and apply for benefits from federal, state, and local governmental agencies.

Policy PFS-2.12 Community involvement.

Utilize diverse media, technology, and communication methods, and partner with community-based organizations, to engage with target communities regarding local initiatives and issues. **[EJ-CE]**

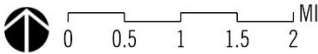
Figure PFS-1
Water System



- City Boundary
- Sphere of Influence
- Annexation Area A
- Annexation Area B
- Golden State Water Company Service Area
- BarLen Mutual Water Co. Service Area
- Hi Desert Mutual Water Co. Service Area
- Existing Hydrants (2025)



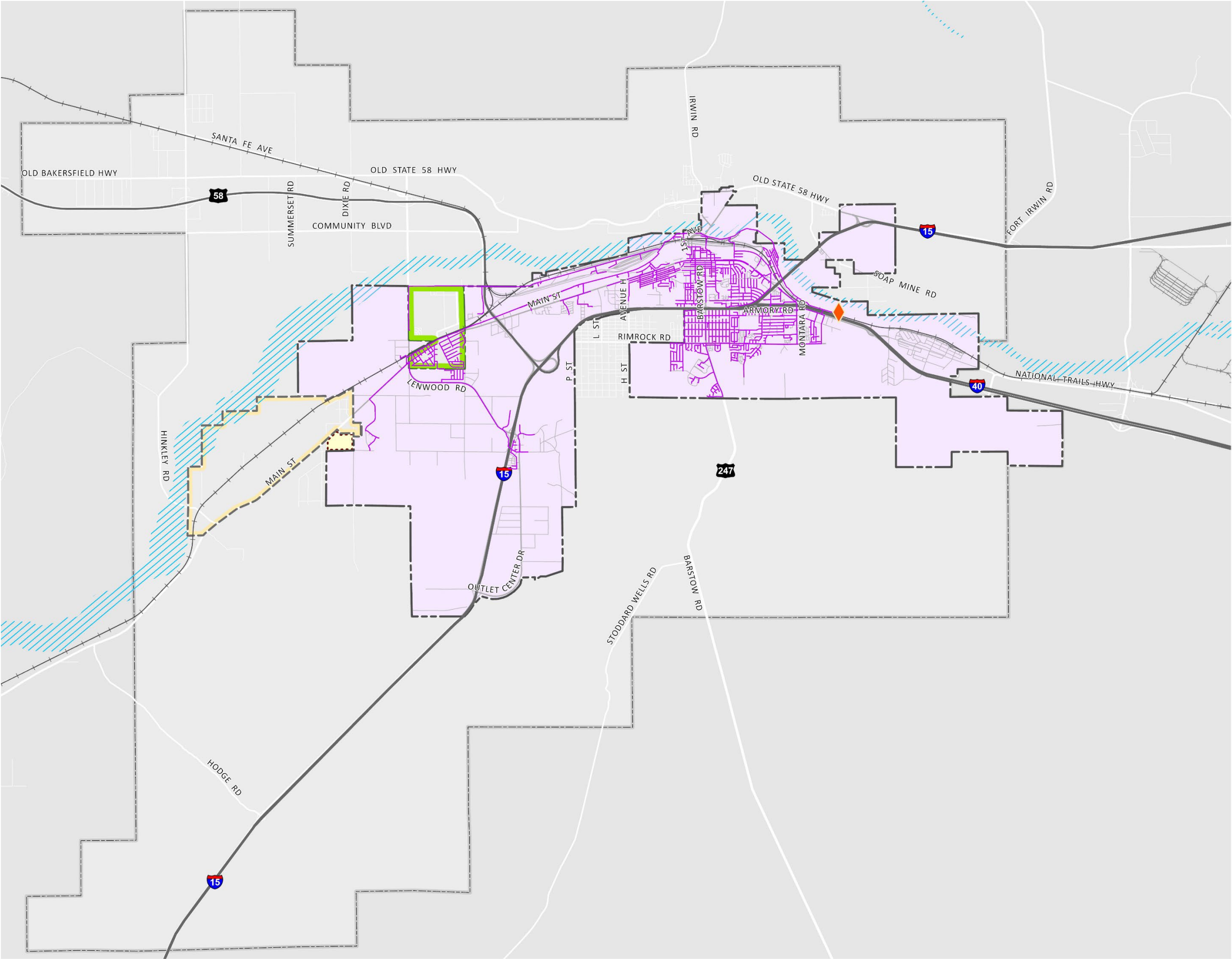
GENERAL PLAN



Date: 11/3/2025

Source: City of Barstow, Golden State Water Company (2025)

Figure PFS-2
Sewer System



- City Boundary
- Sphere of Influence
- Annexation Area A
- Annexation Area B
- County Service Area (CSA) 70 S7 Lenwood
- Sewer Mainline
- City of Barstow Sewer Service Area
- Barstow Wastewater Treatment Facility



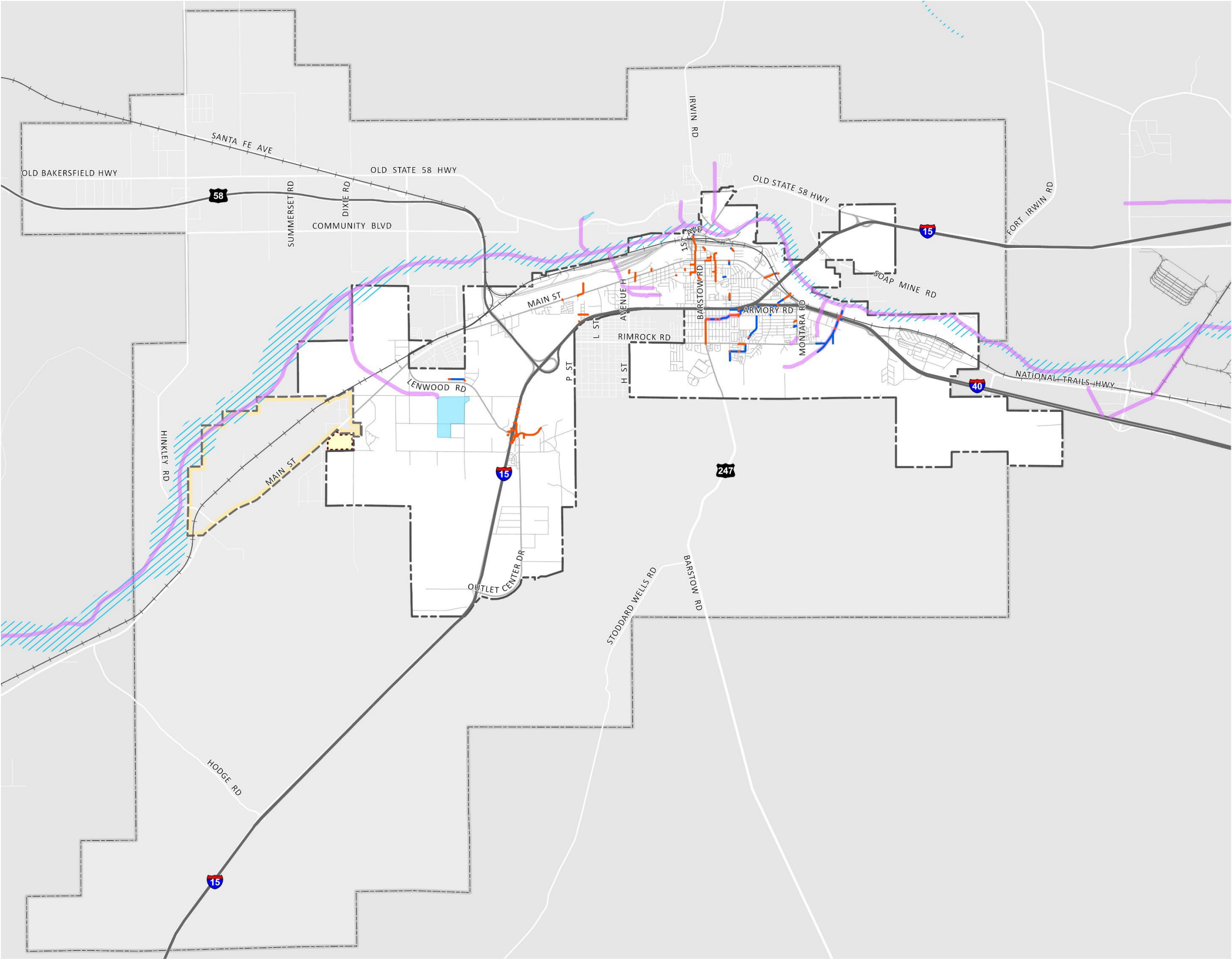
0 0.5 1 1.5 2 MI

Source: City of Barstow, 2025

Date: 11/3/2025

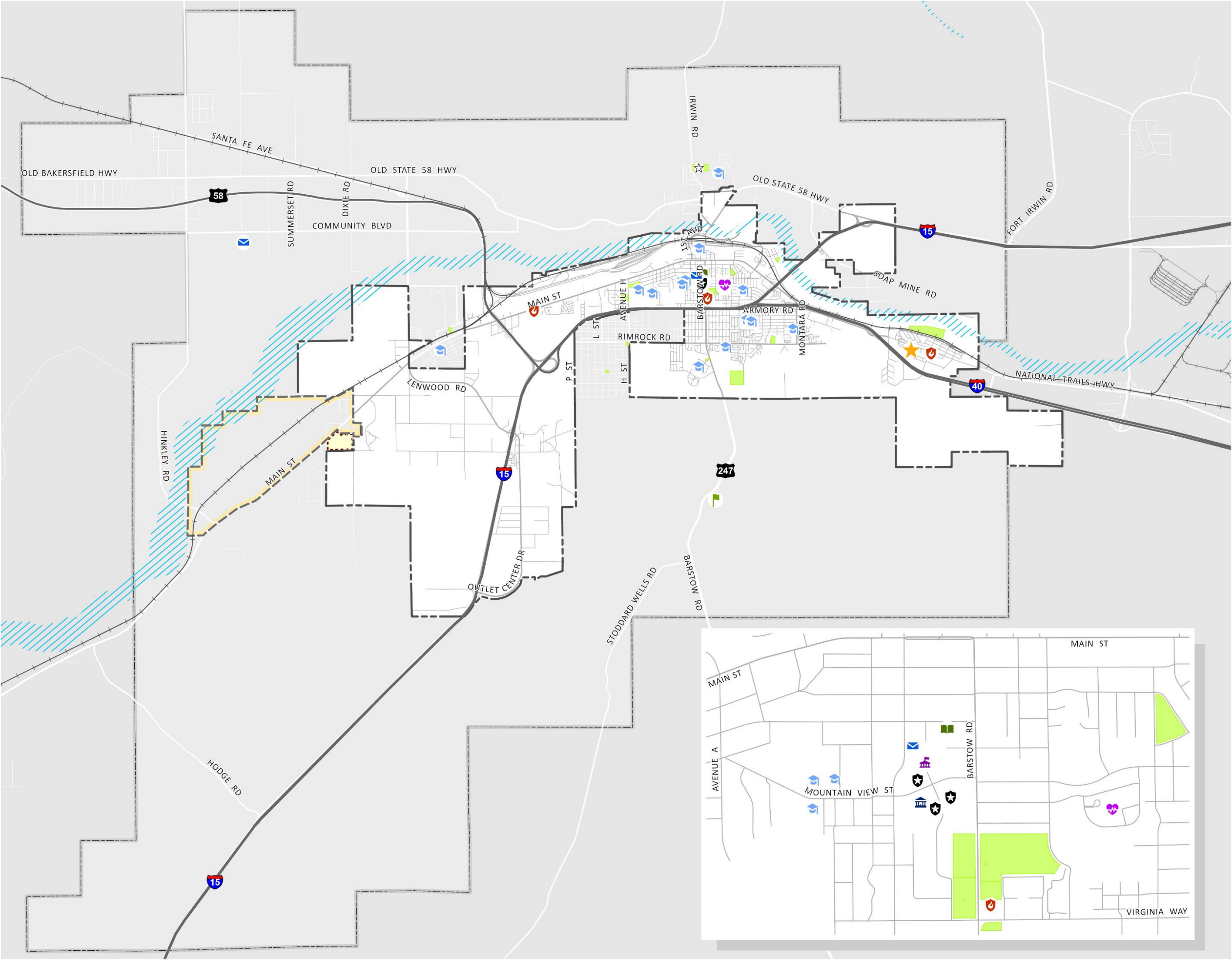
GENERAL PLAN

Figure PFS-3
Storm Drain System



- City Boundary
- Sphere of Influence
- Annexation Area A
- Annexation Area B
- City Storm Drain Main
- City Storm Drain Channel
- SBCFCD Drainage Facilities
- SBCFCD Spreading Grounds

Figure PFS-4
Public Facilities



- City Boundary
 - Sphere of Influence
 - Annexation Area A
 - Annexation Area B
- Public and Critical Facilities**
- Cemetery
 - City Hall*
 - Courthouse*
 - Fire Station*
 - Hospital*
 - Landfill
 - Library
 - Military Base*
 - Police/Sheriff*
 - Post Office
 - School*
 - Public Parks and Recreation Facilities
- * Indicates Critical Facility



Safety

Barstow General Plan



Introduction

Public health, safety, and protection from the risks of natural and human-caused disasters, emergencies, and hazards are vital in establishing a safe and healthy environment for Barstow residents, visitors, businesses, and workers.

The Safety Element provides guidance and direction to:

- Identifies potential hazards along with policies that guide planning and response to prevent and reduce the loss of life and property.
- Provides policies to increase resilience for residents, businesses, workers, and visitors, especially those that are the most vulnerable.
- Promotes a healthy noise environment and protects sensitive receptors from the adverse impacts of noise and vibration

Other documents incorporated by reference.

The City's Local Hazard Mitigation Plan and Safety Element Background Report are provided under separate cover but are incorporated by reference into the General Plan.

Goals and Policies

GOAL S-1

Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by human-caused and natural hazards.

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-1.2 Mutual Aid.

Maintain mutual aid agreements with the County, MCLB, and Ft. Irwin fire departments to maximize the ability to respond to emergencies in Barstow and surrounding communities.

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-1.5 Water for fire protection.

Coordinate with water suppliers and fire protection agencies to ensure adequate provision of water supplies for structural fire suppression.

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 geological 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.

GOAL S-2

A prepared community able to withstand and recover from emergencies, natural disasters, and climate-related hazards.

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-2.2 Emergency response operations plan.

Maintain and implement a comprehensive Emergency Operations Plan to ensure quick and effective response to natural and human-caused disasters and hazards, disasters, and other emergency situations.

Policy S-2.3 Cooperative hazard management and recovery.

Coordinate with community organizations and local, state, and federal agencies to reduce, manage, and respond to natural and human-generated hazards in order to reestablish and expedite public services, assist affected residents and businesses, and accelerate the short- and long-term recovery process after hazard events or emergency conditions.

Policy S-2.4 Community emergency preparation.

Engage the community in emergency planning through working with local community-based organizations, health care providers, and contractors to expand education about natural hazard preparation, emergency response, and recovery resources. Provide educational materials that reflect Barstow's language diversity and in formats that are accessible to all community members.

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.

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-2.7 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.

GOAL S-3

A community that minimizes hazardous materials exposures.

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-3.3 Community use of hazardous materials.

Educate residents about how to reduce their personal hazardous materials use and exposure and how to safely dispose of hazardous materials.

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.

GOAL S-4

An acoustic environment that promotes public health and minimizes unwanted noise, while allowing for appropriately sited railroad and industrial operations.

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.

Tables and Figures

Table N-1. Interior and Exterior Noise Criteria

Categories	Types and Examples of Uses	CNEL (dBA ¹)	
		Interior ²	Exterior ³
Residential	Low Density (single-family, duplex, mobile homes)	45 ⁴	60
	Medium / High Density (multi-family)	45	65 ⁵
Commercial & Industrial	Lodging (hotels / motels)	45	65 ⁶
	Commercial (retail, restaurant)	50	70
	Professional / Office	50	70
	Amphitheater, Concert Hall, Auditorium	40	65
	Manufacturing, Warehousing, Wholesale, Utilities	--	75
	Mixed-Use / Infill Development	45	70
Institutional	Hospitals, Schools, Community Centers, Religious Institutions, Libraries	45	70
Open Space/ Recreation	Playgrounds, Neighborhood Parks	--	70
	Indoor/Outdoor Recreation	--	75
Construction	Construction activities associated with the above uses	Varies ⁷	Varies ⁷
Notes: 1. dBA stands for an A-weighted decibel and is the sound pressure that approximates the response of the human ear to sound. The CNEL is the community noise equivalent level and represents the average equivalent A-weighted sound level during a 24-hour day. 2. Indoor environment excluding: bathrooms, toilets, closets, and corridors. 3. As measured at the property line. 4. Noise level requirements with closed windows. Mechanical ventilation or other means of natural ventilation shall be provided as per Chapter 12, Section 1205 of the Uniform Building Code. 5. Exterior noise level should be such that interior noise level will not exceed 45 dBA CNEL. 6. Except those areas affected by aircraft noise. 7. Temporary construction, maintenance, repair, or demolition activities associated with these uses are exempt from these operational standards between the hours of 7:00 AM and 7:00 PM. Outside of these hours, the interior and exterior noise standards applicable to the associated use shall apply.			

Table N-2. Federal Indoor Vibration and Noise Annoyance Criteria

Land Use Category ³	GBV Impact Levels (VdB) ¹			GBN Impact Levels (dBA) ²		
	Frequent Event ⁴	Occasional Event ⁵	Infrequent Event ⁶	Frequent Event ⁴	Occasional Event ⁵	Infrequent Event ⁶
Category 1⁹ Buildings where vibration would interfere with interior operations	65 VdB ⁷	65 VdB ⁷	65 VdB ⁷	N/A ⁸	N/A ⁸	N/A ⁸
Category 2¹⁰ Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3¹¹ Institutional land uses with primarily daytime uses	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

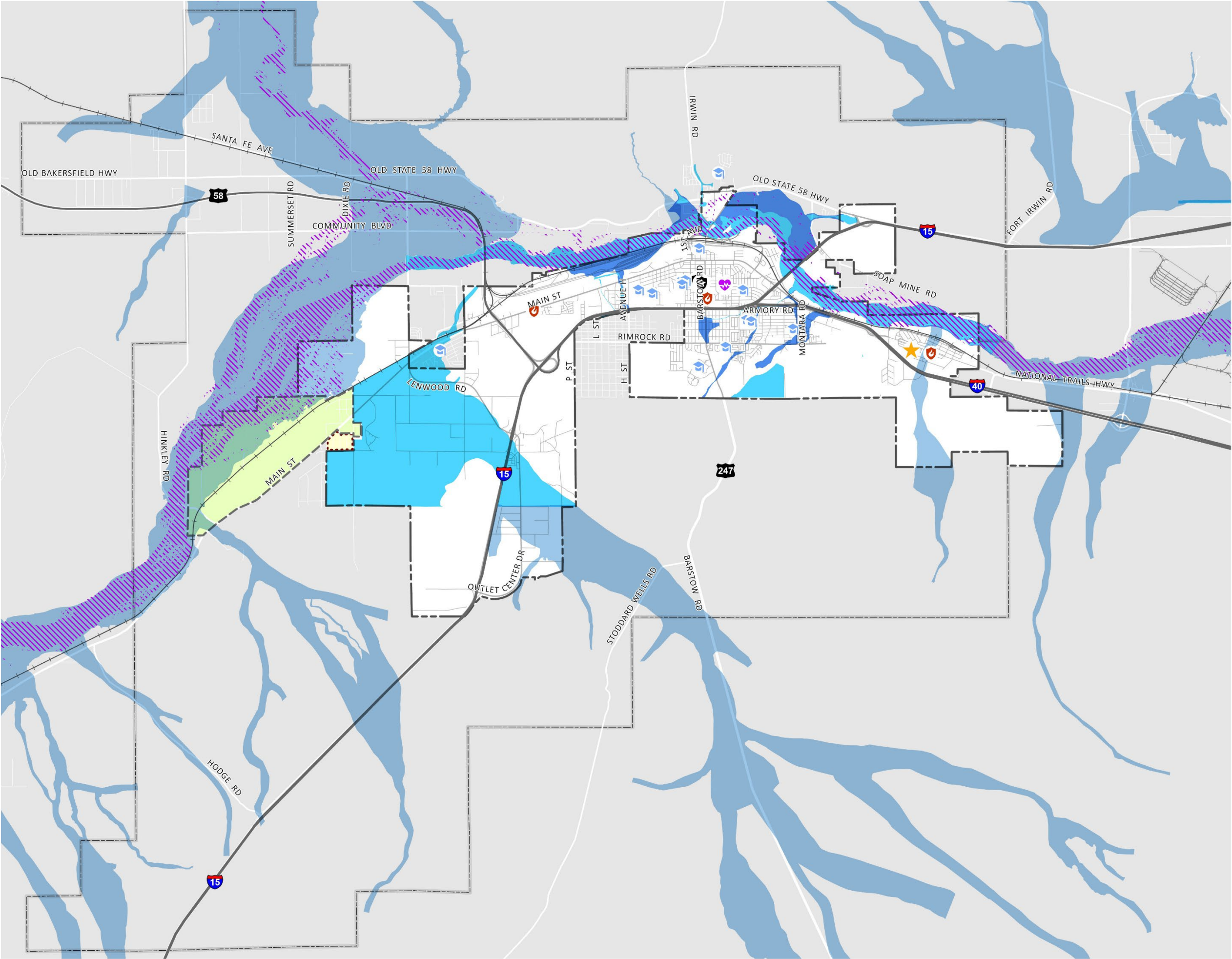
Notes:

1. Indoor Ground-Borne Vibration (GBV); VdB = velocity in decibels; re 1 micro-inch / sec
2. Ground-Borne Noise (GBN); dBA = A-weight decibel; re 20 micro Pascals
3. These standards are only applicable to new development on property within the incorporated boundaries of Barstow; as measured at the property line.
4. The term frequent is defined as more than 70 vibration events from the same source each day.
5. The term occasional is defined as between 30 and 70 vibration events from the same source each day.
6. The term infrequent is defined as fewer than 30 vibration events of the same kind each day.
7. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the heating, ventilation, and air conditioning systems and stiffened floors.
8. Vibration-sensitive equipment is not sensitive to ground-borne noise.
9. Category 1 consists of land where quiet is an essential element of its intended purpose. Example land uses include preserved land for serenity and quiet, outdoor amphitheaters and concert pavilions, and national historic landmarks with considerable outdoor use, recording studios, and concert halls.
10. Category 2 consists of all residential land use and buildings where people normally sleep, such as hotels and hospitals. Residential uses that are non-conforming uses or permitted as legacy uses in the Business Park designation are considered Category 3 uses.
11. Category 3 consists of institutional land uses with primarily daytime and evening use. Example land uses include schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds, and recreational facilities are also included in this category.

Sources: Federal Railroad Administration 2012, Federal Transit Administration 2018

Table N-3. Federal Vibration Damage Criteria	
Building/Structural Category	PPV ¹ (in/sec)
Reinforced-concrete, steel, or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Non-engineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage ²	0.12
Notes: 1. PPV = peak particle vibration velocity, which is used as a metric to assess the propensity for physical damage from ground vibration. These standards are only applicable to new development on property within the incorporated boundaries of Barstow; as measured at the property line. 2. This includes historic structures or buildings.	
Source: Federal Transit Administration 2018	

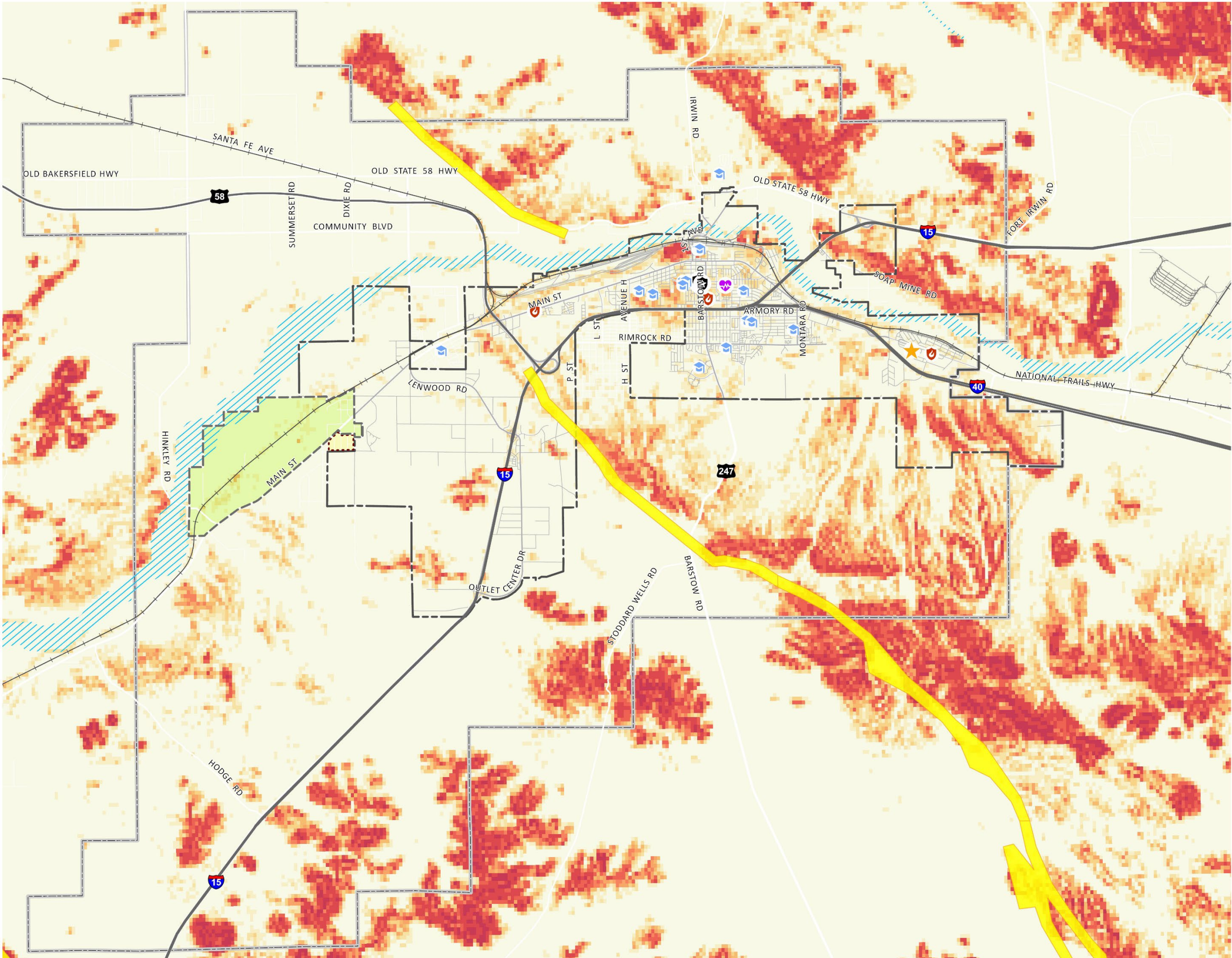
Figure S-1
Flood Hazards



- City Boundary
- Sphere of Influence
- Annexation Area A
- Annexation Area B
- Flood Hazards**
 - FEMA 100 Year Flood Zone
 - DWR Awareness 100 Year Flood Zone
 - FEMA 500 Year Flood Zone
 - Dam Inundation Areas
- Critical Facilities**
 - City Hall
 - Courthouse
 - Fire Station
 - Hospital
 - Military Base
 - Police/Sheriff
 - School

Note:
The rail alignment within BIG will change after construction.

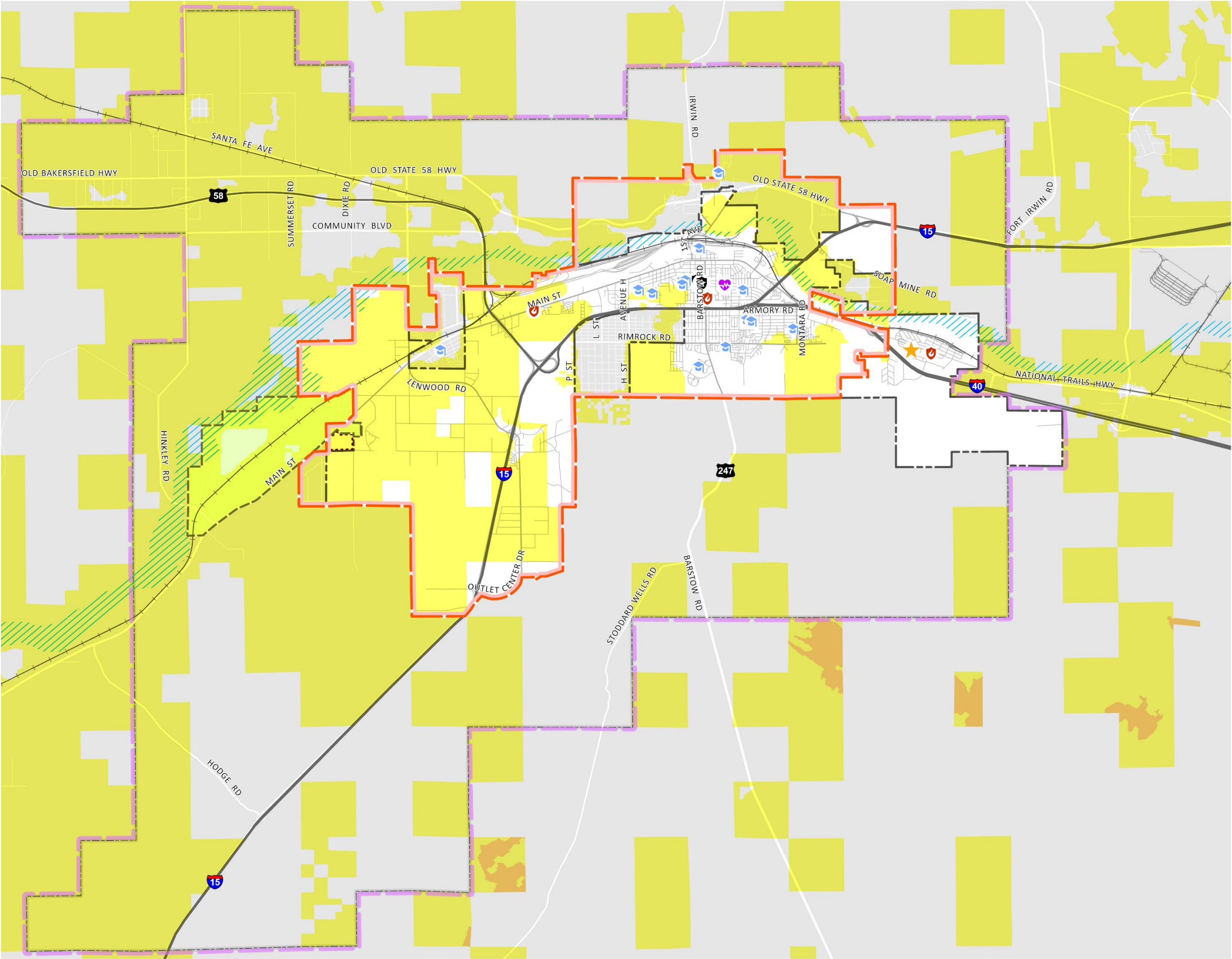
Figure S-2
Geologic Hazards



- Sphere of Influence
 - Annexation Area A
 - Annexation Area B
 - Alquist-Priolo Fault Zones
- Landslide Susceptibility Classes**
- 0
 - 10
 - 20
 - 30
 - 40
 - 50
 - 60
 - 70
 - 80
 - 90
- Critical Facilities**
- City Hall
 - Courthouse
 - Fire Station
 - Hospital
 - Military Base
 - Police/Sheriff
 - School

Note:
The rail alignment within BIG will change after construction.

Figure S-3
Fire Hazard Severity Zones



- City Boundary
- Sphere of Influence
- Annexation Area A
- Annexation Area B
- Barstow Fire Protection District Boundary
- Barstow Fire Protection District Sphere of Influence

Fire Hazard Severity Zones

- Very High
- High
- Moderate

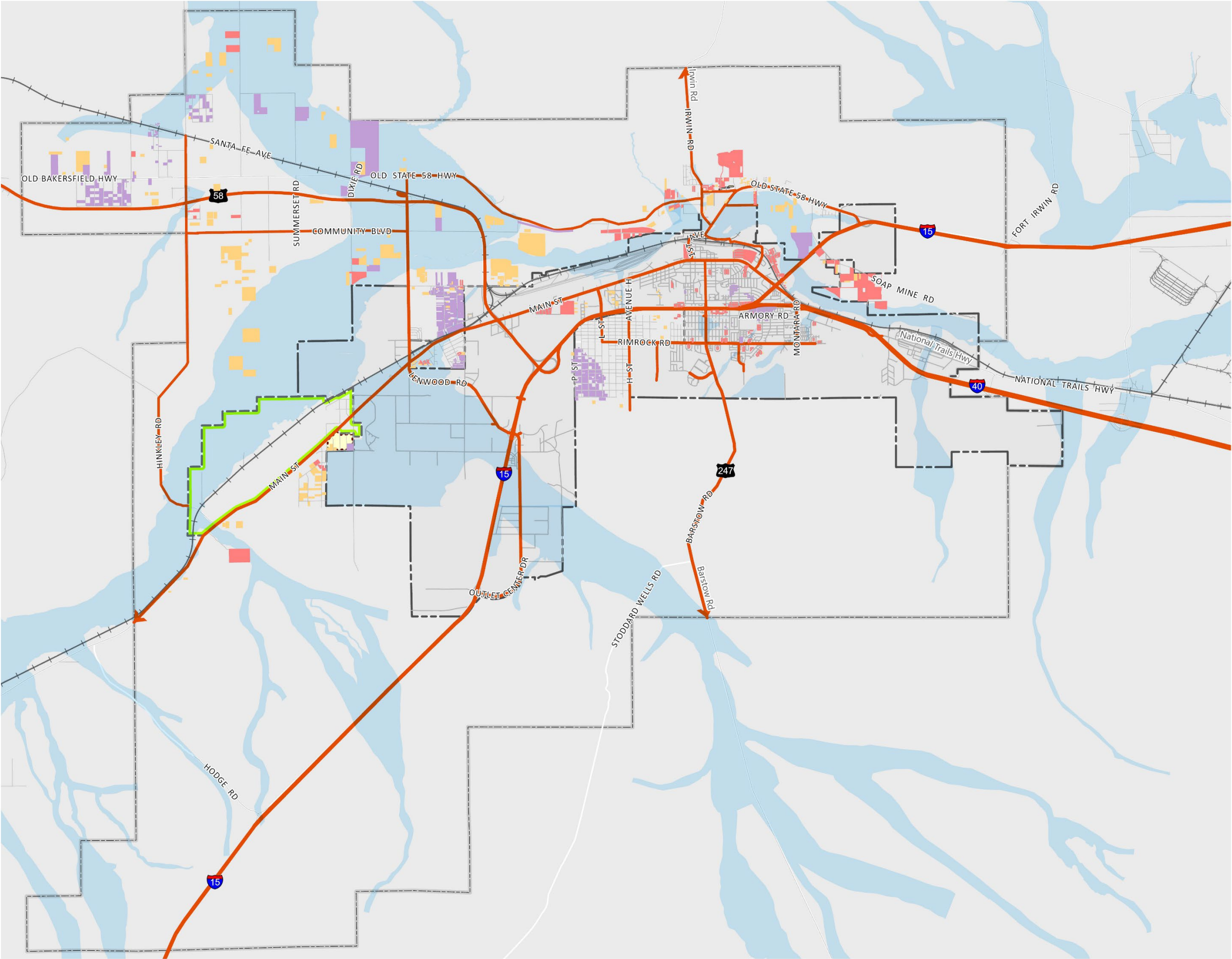
Critical Facilities

- City Hall
- Courthouse
- Fire Station
- Hospital
- Military Base
- Police/Sheriff
- School

Note:
The rail alignment within BIG will change after construction.



Figure S-4
Evacuation Mapping

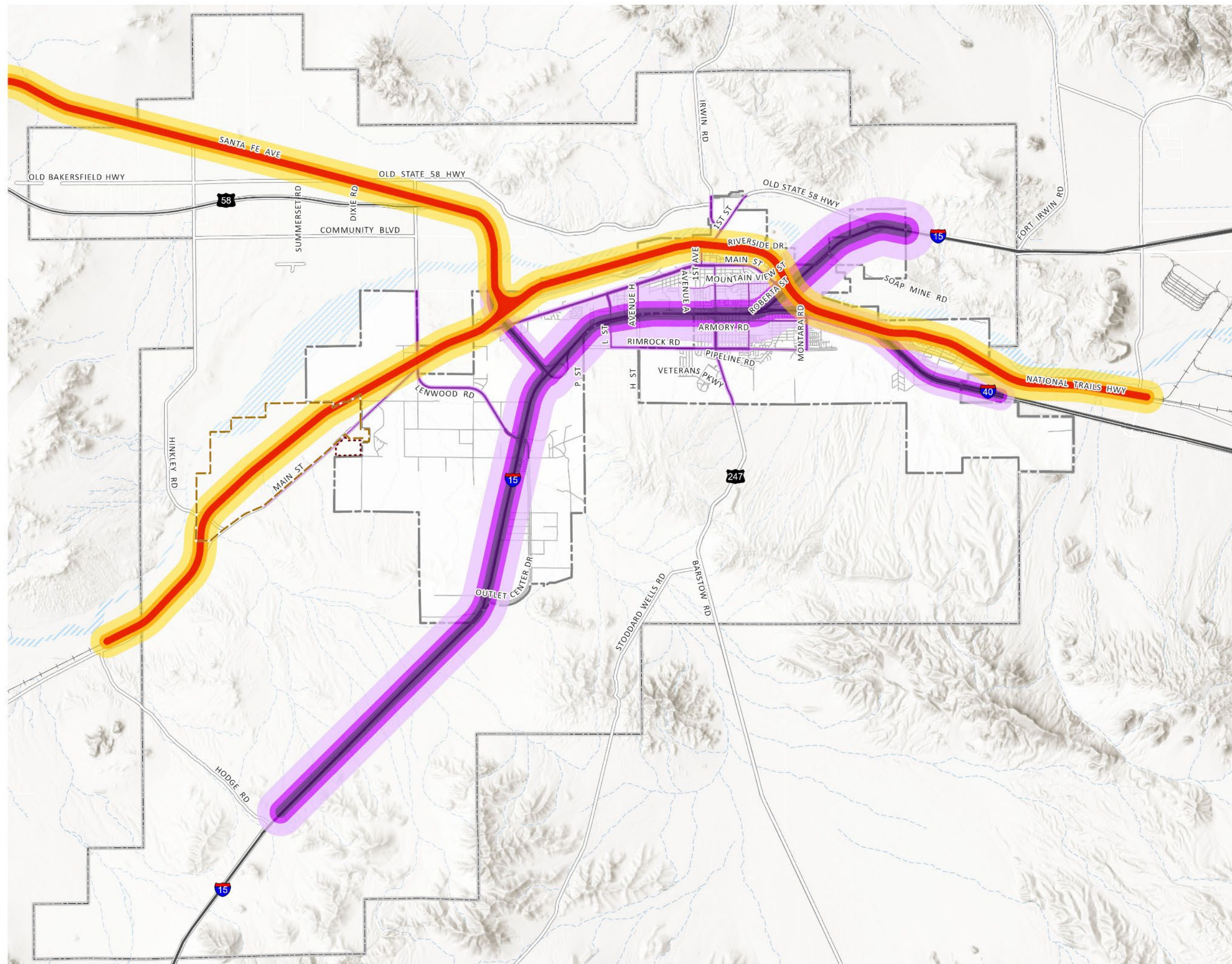


- City Boundary
- Sphere of Influence
- Annexation Area A
- Annexation Area B
- Evacuation Route (Public)
- Flood Hazard Zones
- Evacuation Constrained Parcels that Currently Contain Homes
 - Rely upon dirt road to access evacuation route
 - Limited to one point of ingress/egress
 - Driving distance greater than 0.5 mile from evacuation route

Note:
The rail alignment within BIG will change after construction.



Figure S-5
Existing Noise Contours



- City Boundary
- Sphere of Influence
- Annexation Area A
- Annexation Area B

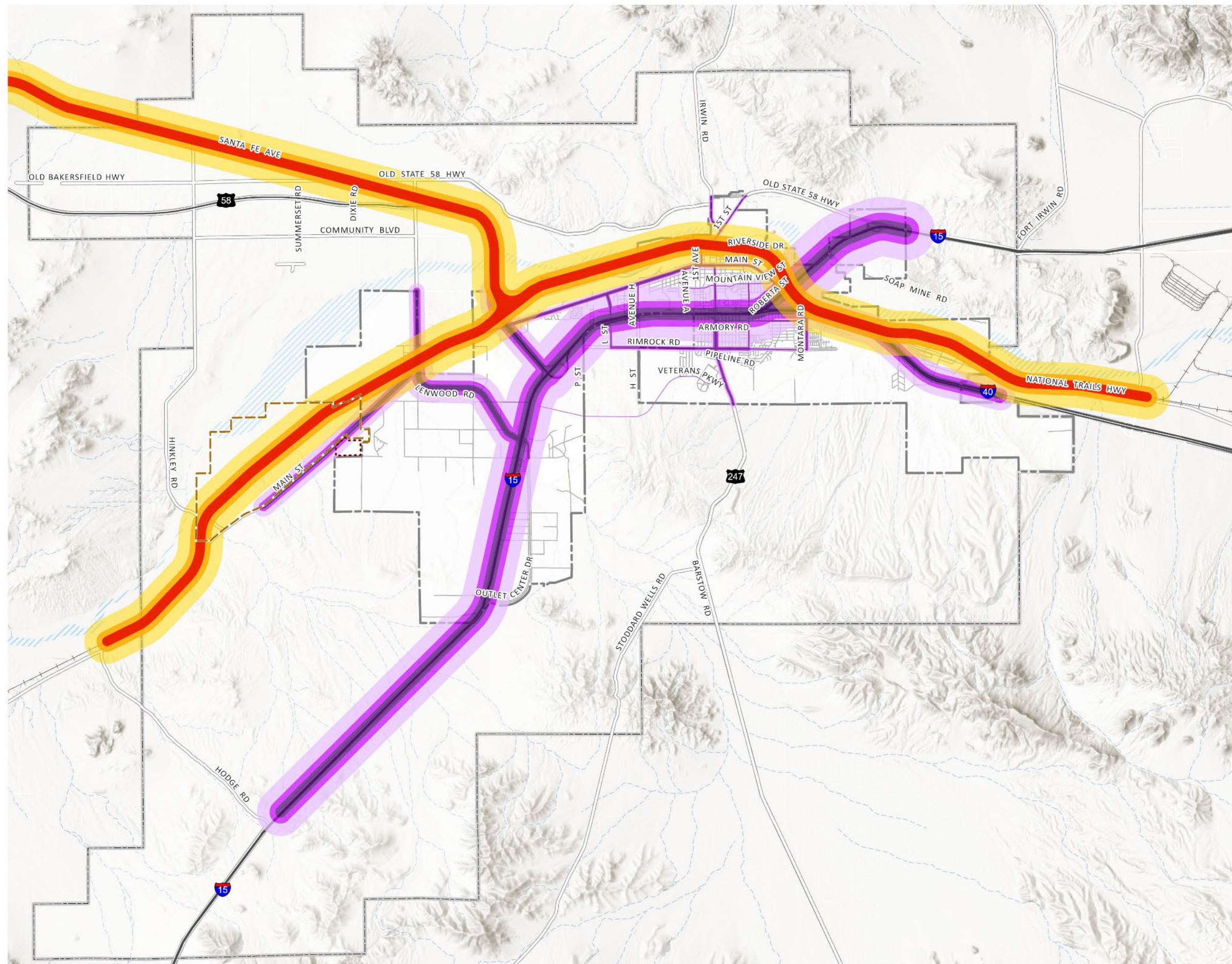
Existing Roadway Noise Contours

- Existing Roadway Noise Contours - 70 dBA
- Existing Roadway Noise Contours - 65 dBA
- Existing Roadway Noise Contours - 60 dBA

Existing Railway Noise Contours

- Existing Railway Noise Contours - 70 dBA
- Existing Railway Noise Contours - 65 dBA
- Existing Railway Noise Contours - 60 dBA

Figure S-6
Future Noise Contours



- City Boundary
- Sphere of Influence
- Annexation Area A
- Annexation Area B

Future Roadway Noise Contours

- Future Roadway Noise Contours - 70 dBA
- Future Roadway Noise Contours - 65 dBA
- Future Roadway Noise Contours - 60 dBA

Future Railway Noise Contours

- Future Railway Noise Contours - 70 dBA
- Future Railway Noise Contours - 65 dBA
- Future Railway Noise Contours - 60 dBA

Appendix A. Implementation Plan

Purpose

The Implementation Plan identifies actions that should take place in the next five years to make progress toward the General Plan's goals. These implementation actions focus primarily on new activities that reflect changes in the General Plan. The Implementation Plan excludes activities that are already part of the City's current workflow unless there is to be a substantive change, such as an expansion, elimination, or development of new rules or programs.

The Implementation Plan provides the basis for establishing priorities, scheduling, and assigning staff and other resources. Implementation actions also identify who is responsible for implementing the action item and when it should be carried out.

Implementation is often contingent upon adequate funding. While many actions can be pursued through initiatives already underway, others will require additional resources. As such, the exact mix and timing of programs the City may pursue will in part be opportunity driven, dependent on the availability of funding, staffing, and other necessary resources.

The Implementation Plan should be reviewed and updated on an annual basis to determine whether any current activities fall short or additional actions are needed to support the City's General Plan goals and policies.

Structure and Components

Element

The actions are listed and grouped by the most relevant element, though the action may also be directly related to goals and policies in other elements. The Related Content provides insight into the relevance of other goals, policies, tables, and maps from other elements, as well as portions of the Barstow Code.

Reference Code

The short code assigned to the implementation action for reference purposes and to distinguish it from a goal, policy, or other component of the General Plan. For example, in IMP-LU-1, the first part (IMP) stands for the Implementation Plan. The next letters (LU) reference the element and the number (1) helps further identify the action. Numbering does not indicate priority.

Action

The statement of activity to take place. The statement begins with a brief descriptor to help the user quickly understand the specific focus of the action. The longer narrative that follows starts with a verb to indicate the nature of the activity. The balance of the narrative may take the form of a sentence fragment or a full sentence.

Lead

The primary agency, department, or division responsible for initiating and spearheading the execution of the implementation action. Unless otherwise noted, the default reference is to a City entity.

Support

An agency, department, or division that will assist the lead entity or should be included in the execution of the implementation action. The default reference is to a City entity.

Related Content

General Plan

A list of the most relevant content from all elements of the General Plan. This list will primarily include policies but may also list tables or maps.

Environmental Justice Topic(s)

As appropriate, a reference to the relevant environmental subtopic(s) identified in state law and Environmental Justice Background Report. Note that implementation actions that lack a subtopic (“N/A”) may still assist disadvantaged residents in Barstow.

Barstow Code Content

If applicable, a list of the most relevant parts of the Barstow Code (as of 2025) that should be reviewed and updated per the implementation action.

Land Use Element

IMP-LU-1 Engagement activities for land use amendments. Evaluate and implement options to reach underrepresented community members and community-based organizations when considering land use amendments, ensuring that community engagement takes place throughout the entire planning and decision-making process.

Options should include, but are not limited to, stakeholder group meetings, town halls, and multilingual multimedia communications that are convenient for and reach a broad spectrum of the community. A greater number and variety of engagement activities should be required based upon the potential environmental justice concerns that might arise from the proposed amendment, as identified by the City and/or local residents (in advance of or as a result of engagement activities). Require applicants to fund community engagement efforts and to demonstrate good faith in planning, advertising, and conducting such efforts.

Lead: Planning

Support: Public Information Office

Related General Plan Content:

Policy LU-1.1 Land use compatibility

Policy LU-1.3 Military coordination on land use and operations

Policy LU-1.5 Industrial amendments

Policy LU-1.6 Sphere of influence

Policy LU-1.7 Civil engagement on amendments

Table LU-1. General Plan Land Use Designations

Policy PFS-2.8 Library access

Policy PSF-2.12 Community involvement

Related Environmental Justice Topic(s):

Civil Engagement

Related Barstow Code Content:

Chapter 19.34 General Plan Amendments

IMP-LU-2 New development and fair share costs. Evaluate and update development impact fees, as appropriate, to ensure that new development contributes its fair share of necessary infrastructure, services, and on- and off-site capital improvements.

Lead: Community Development

Support: Finance, Community Services

Related General Plan Content:

Policy LU-2.5 Fiscal impact of new development

Policy LU-2.6 Financing mechanisms

Policy LU-2.7 County development

Policy CM-1.6 Fair share of transportation improvements

Related Environmental Justice Topic(s):

N/A

Related Barstow Code Content:

Chapter 12.40 – Development Impact Fees

IMP-LU-3 **Financing mechanisms for existing areas.** Engage with residents, property owners, and/or business owners to gauge interest in establishing financing mechanisms (e.g., lighting and landscape maintenance district) to improve public services and infrastructure in existing neighborhoods or districts (e.g., pedestrian and bicycle facilities, streetscapes, local parks, etc.).

Lead: Community Development

Support: Finance, Community Services

Related General Plan Content:

Policy LU-2.6 Financing mechanisms

Policy LU-4.3 Public amenities and facilities

Related Environmental Justice Topic(s):

N/A

Related Barstow Code Content:

N/A

IMP-LU-4 **External funding sources for public safety.** Continue to pursue funding on an annual basis from external sources for one-time capital expenditures for public safety facilities and staffing enhancements, with consideration given to avoid setting up future unfunded obligations and to ensure that annual operating costs are paid for by ongoing revenues.

Lead: Community Development

Support: Finance, Community Services

Related General Plan Content:

Policy LU-2.6 Financing mechanisms

Policy PFS-2.1 Response capacity

Policy S-2.1 Resilient public facilities

Related Environmental Justice Topic(s):

N/A

Related Barstow Code Content:

N/A

IMP-LU-5 **Downtown events/spaces.** Pursue funding on an annual basis from external sources to support events and make temporary and permanent streetscape improvements in the downtown. Continue to collaborate with the Barstow Chamber of Commerce and local businesses to coordinate, conduct, and obtain funding for such events.

Lead: Community Development

Support: Community Services

Related General Plan Content:

Policy LU-3.3 Downtown events and spaces

Policy LU-4.3 Public amenities and facilities

Policy CM-1.1 Level of service

Policy CM-2.5 Downtown Barstow

Policy OSC-7.1 Enhanced public realm

Policy OSC-7.3 Gateways and landmarks
Policy OSC-7.4 Public art

Related Environmental Justice Topic(s):
N/A

Related Barstow Code Content:
N/A

- IMP-LU-6 **Resources for code enforcement compliance.** Identify and pursue funds that can assist low-income residents and small businesses in maintaining their property and ensure compliance with local code requirements.

Lead: Community Development

Support: N/A

Related General Plan Content:
Policy LU-4.2 Proactive code enforcement
Policy H-2.2 Promote property maintenance
Policy H-2.4 Assist low income households

Related Environmental Justice Topic(s):
Safe and Sanitary Housing

Related Barstow Code Content:
N/A

- IMP-LU-7 **Farmers markets.** Collaborate with the County Supervisor, County Department of Public Health, Barstow Community College, and Barstow Chamber of Commerce to identify locations, funding sources, and other options to consistently hold Farmers Markets in Barstow.

Lead: Community Development

Support: Community Services

Related General Plan Content:
Policy LU-3.3 Downtown events and spaces
Policy LU-4.4 Healthy food options
Policy PSF-2.10 Access to healthy food

Related Environmental Justice Topic(s):
Food Access

Related Barstow Code Content:
N/A

- IMP-LU-8 **Public health collaboration.** Collaborate with the County Department of Public Health to distribute information and resources that promote healthy behaviors, healthy food options, and quality health services.

Lead: Community Services

Support: Community Development

Related General Plan Content:
Policy LU-3.3 Downtown events and spaces

Policy LU-4.4 Healthy food options
Policy PFS-2.9 Access to healthcare

Related Environmental Justice Topic(s):

Food Access, Physical Activity

Related Barstow Code Content:

N/A

Circulation and Mobility Element

IMP-CM-1 ATP maintenance and implementation. Update the ATP to be consistent with the General Plan and continue to pursue external sources to fund long-term capital improvements as directed by the updated ATP. Update list of prioritized pedestrian and bicycle network improvements considering closing existing network gaps, serving existing neighborhoods, and priority safety corridors. Analyze feasibility of potential safety countermeasures along priority safety corridors and incorporate improvements through the City's Capital Improvement Program; initiate improvements within 24 months of General Plan adoption.

Lead: Community Services

Support: Community Development

Related General Plan Content:

Policy CM-1.9 Safe Systems Approach
Policy CM-1.10 Safety Corridors
Policy CM-2.1 Pedestrian network
Policy CM-2.2 Bicycle network
Policy CM-2.3 Electric bikes
Policy CM-2.4 Transit service
Policy CM-2.5 Downtown Barstow

Policy CM-2.6 Design of new facilities
Policy CM-2.7 Public space and networks
Policy CM-2.8 Access management
Policy CM-2.9 Site design
Policy CM-2.10 VMT reduction
Policy CM-3.1 Truck routes
All CM-related tables/figures

Related Environmental Justice Topic(s):

Physical Activity, Public Facilities

Related Barstow Code Content:

N/A

IMP-CM-2 Bicycle safety. Coordinate with Barstow Unified School District and pursue external funding programs to provide bicycle safety training (especially e-bikes) and expand access to bicycles, helmets, and related equipment for lower-income families.

Lead: Community Services

Support: Community Development

Related General Plan Content:

Policy CM-1.9 Safe Systems Approach
Policy CM-1.10 Safety Corridors
Policy CM-2.2 Bicycle network
Policy CM-2.3 Electric bikes

Related Environmental Justice Topic(s):

Physical Activity

Related Barstow Code Content:

N/A

- IMP-CM-3 **Multipurpose I-15 crossing.** Pursue funding and collaborate with new development to fund and build a Class I multipurpose path that crosses Interstate 15 north of the Lenwood interchange to facilitate safer bicycle connectivity between Central Barstow (particularly the residential neighborhoods to the east and south of Interstate 15) and the western portion of Barstow focused on employment and industrial uses.

Lead: Community ServicesSupport: Community DevelopmentRelated General Plan Content:

Policy CM-1.9 Safe Systems Approach

Policy CM-2.2 Bicycle network

Policy CM-2.3 Electric bikes

Policy CM-2.6 Design of new facilities

Policy CM-2.7 Public space and networks

Related Environmental Justice Topic(s):

Physical Activity

Related Barstow Code Content:

N/A

- IMP-CM-4 **Transit upgrades for transit-dependent neighborhoods.** Continue to coordinate with Victor Valley Transit Authority to pursue funding to upgrade bus stops and other transit facilities, with priority given to transit facilities serving census tracts where 10 percent or more of households have no access to a vehicle.

Lead: Community Development/Victor Valley Transit AuthoritySupport: Community ServicesRelated General Plan Content:

Policy CM-2.4 Transit service

Related Environmental Justice Topic(s):

Physical Activity, Public Facilities

Related Barstow Code Content:

N/A

- IMP-CM-5 **Truck routes and logistics.** Prepare updates consistent with the provisions of AB 98/SB 415. Update the Barstow Code to reflect new siting, design, building, and operation standards for new logistics uses. Adopt an ordinance reflecting truck routes, parking, and idling, and incorporate provisions that prohibit heavy truck travel along any other roads except as permitted under federal law. Coordinate with public agencies, mapping companies, and logistics and warehouse operators to electronically distribute route data for use by truck drivers and for reference for enforcement entities and residents. Design and install signage along truck routes and for truck parking and idling restrictions; augment signage and fines with enforcement strategies and mechanisms such as education campaigns and, as appropriate to each roadway, time-of-day restrictions and physical roadway design changes.

Coordinate with the California Highway Patrol to ensure appropriate training and certification is obtained for the enforcement of truck routes.

Lead: Community Development and Community Services

Support: Barstow Police, County of San Bernardino, SBCTA

Related General Plan Content:

Policy CM-3.1 Truck routes

Policy CM-3.2 Truck parking

Figure CM-4 Goods Movement Network

Related Environmental Justice Topic(s):

N/A

Related Barstow Code Content:

N/A

Public Facilities and Services Element

IMP-PSF-1 **Resources for infrastructure improvements.** Identify and pursue funds that can assist low-income residents and small businesses in maintaining and improving water and wastewater infrastructure and appliances to ensure safe and sanitary living and working conditions, and to promote water and energy efficiency.

Lead: Community Development

Support: Community Services

Related General Plan Content:

Policy PSF-1.5 Sewer system maintenance and improvements

Related Environmental Justice Topic(s):

Public Facilities, Safe and Sanitary Housing

Related Barstow Code Content:

N/A

IMP-PSF-2 **Library resources.** Coordinate with Barstow Community College on how to best expand the general public's ability to use the College's library resources, including as a resource for enhance civil engagement.

Lead: Community Services

Support: Community Development

Related General Plan Content:

Policy LU-1.7 Civil engagement on amendments

Policy PSF-2.8 Library access

Related Environmental Justice Topic(s):

Civil Engagement

Related Barstow Code Content:

N/A

Safety Element

IMP-S-1 Flood insurance. Continue participating in the Federal Emergency Management Agency’s National Flood Insurance Program to ensure building owners in Barstow can obtain flood insurance. Provide technical and language assistance to help residents obtain flood insurance, particularly low-income households and homes located within mapped flood zones.

Lead: Community Development

Support: Community Services

Related General Plan Content:

Policy S-1.3 Building design and location

Policy S-1.6 Critical facilities in flood and earthquake zones

Policy S-1.7 New development in flood zones

Policy S-1.8 Existing development in flood zones

Policy S-1.9 Floodplain mapping

Related Environmental Justice Topic(s):

Safe and Sanitary Housing

Related Barstow Code Content:

N/A

IMP-S-2 Community flood awareness. Establish requirements for new development to confirm and/or map new 100-year and 200-year flood zones, as directed by General Plan policy. Seek funding to map the 200-year floodplain within the City’s planning area, sharing these maps with developers, planners, and members of the community.

Given the lack of mapped 200-year flood zones (as of 2025) and research indicating that the risk of 100- and 200-year flood zones (as currently mapped) may be higher, continue to monitor state, federal, and other flood hazard research and official mapping. Unless determined earlier, confirm if consensus has been reached at the federal or state level in 2030 regarding risks associated with 100- and 200-year flood zones. If needed and/or appropriate, revisit Policy S-1.6 to determine whether the prohibition of new critical facilities and hazardous materials uses should continue to apply to 200-year flood zones.

Lead: Community Development

Support: Community Services

Related General Plan Content:

Policy S-1.3 Building design and location

Policy S-1.6 Critical facilities in flood and earthquake zones

Policy S-1.7 New development in flood zones

Policy S-1.8 Existing development in flood zones

Policy S-1.9 Floodplain mapping

Related Environmental Justice Topic(s):

Safe and Sanitary Housing

Related Barstow Code Content:

N/A

- IMP-S-3 **Flood-protection retrofits.** Seek funding that would assist low-income households in mapped 100-, 200-, or 500-year flood zones to implement retrofits that harden homes against flood damage.
- Lead: Community Development
- Support: Community Services
- Related General Plan Content:
 Policy S-1.3 Building design and location
 Policy S-1.7 New development in flood zones
 Policy S-1.8 Existing development in flood zones
 Policy S-1.9 Floodplain mapping
- Related Environmental Justice Topic(s):
 Safe and Sanitary Housing
- Related Barstow Code Content:
 N/A
- IMP-S-4 **Utility undergrounding.** Collaborate with Southern California Edison to underground utility lines as feasible, including collaboration to leverage various funding sources.
- Lead: Community Development
- Support: Community Services
- Related General Plan Content:
 Policy S-1.4 Utility hardening
 Policy S-1.6 Critical facilities in flood and earthquake zones
 Policy S-1.10 New development in seismic and geologic hazard zones
 Policy S-1.11 Seismic safety retrofits
- Related Environmental Justice Topic(s):
 N/A
- Related Barstow Code Content:
 N/A
- IMP-S-5 **Seismically sound housing.** Develop a program that connects funding resources and other assistance to facilitate structural improvements related to seismic and other geologic hazards for lower-income households.
- Lead: Community Development
- Support: Community Services
- Related General Plan Content:
 Policy S-1.10 New development in seismic and geologic hazard zones
 Policy S-1.11 Seismic safety retrofits
- Related Environmental Justice Topic(s):
 Safe and Sanitary Housing
- Related Barstow Code Content:
 N/A

IMP-S-6 Seismic safety inspection and maintenance. Coordinate with the County and operators of critical facilities to inspect key infrastructure and critical facilities, identifying those that are in need of seismic retrofits and/or in need of repair to bolster the ability to remain operational after a seismic event.

Lead: Building & Safety

Support: Fire Protection District, Police, County of San Bernadino, Barstow Community Hospital

Related General Plan Content:

Policy S-1.6 Critical facilities in flood and earthquake zones

Related Environmental Justice Topic(s):

N/A

Related Barstow Code Content:

N/A

IMP-S-7 Emergency assessment and education. Continue ongoing coordination between City, County, and other agencies to conduct ongoing assessments and educational activities to evaluate risks (public and private buildings and evacuation routes) and to increase awareness of and participation in emergency planning.

Lead: Fire Protection District, Police

Support: Community Development, Community Services, Public Information Office

Related General Plan Content:

Policy S-2.4 Community emergency preparation

Policy S-3.3 Community use of hazardous materials

Related Environmental Justice Topic(s):

N/A

Related Barstow Code Content:

N/A

IMP-S-8 Emergency alert systems, planning, and preparedness. Continue to expand participation in local community alert systems and ensure that outreach and educational materials for emergency alerts, preparedness, and planning are provided in multiple formats, in languages that reflect Barstow's linguistic diversity, and are accessible to all community members. Encourage and facilitate the development of emergency response plans by Barstow community members.

Lead: Fire Protection District, Police

Support: Community Development, Community Services

Related General Plan Content:

Policy S-2.2 Emergency response operations plan

Policy S-2.3 Cooperative hazard management and recovery

Policy S-2.4 Community emergency preparation

Policy S-2.6 Hazards and evacuation planning

Policy S-3.3 Community use of hazardous materials

Related Environmental Justice Topic(s):

N/A

Related Barstow Code Content:

N/A

- IMP-S-9 **CERT program.** Continue to provide training for the Barstow CERT program to raise awareness about local hazard conditions and prepare for emergencies.

Lead: Fire Protection DistrictSupport: Police, Public Information OfficeRelated General Plan Content:

Policy S-2.2 Emergency response operations plan

Policy S-2.3 Cooperative hazard management and recovery

Policy S-2.4 Community emergency preparation

Policy S-2.6 Hazards and evacuation planning

Policy S-3.3 Community use of hazardous materials

Related Environmental Justice Topic(s):

N/A

Related Barstow Code Content:

N/A

- IMP-S-10 **Safety and resiliency training and equipment.** Pursue funding and partnerships to assist low-income households and outdoor workers in obtaining equipment and training to increase resiliency and reduce ongoing risks, such as air filtration systems, cooling devices, respiratory masks, pest-resistant gear, and energy backup systems.

Lead: Community ServicesSupport: Fire Protection District, Police, County Public HealthRelated General Plan Content:

Policy S-2.1 Resilient public facilities

Policy S-2.3 Cooperative hazard management and recovery

Policy S-2.7 Community resilience centers

Policy S-2.8 Healthy, resilient, and efficient buildings

Policy S-3.3 Community use of hazardous materials

Related Environmental Justice Topic(s):

N/A

Related Barstow Code Content:

N/A

- IMP-S-11 **Community resiliency networks.** Confirm and, if necessary, establish new procedures and programs that will leverage collaboration with public agencies, service providers, and community-based networks to assist with evacuation and recovery, prioritizing low-income households, seniors, individuals with disabilities, and other disadvantaged populations. Assistance should be focused on emergency evacuation, shelters, and alternate care sites.

Lead: Community ServicesSupport: Fire Protection District, Police, County Public Health

Related General Plan Content:

Policy S-2.1 Resilient public facilities

Policy S-2.3 Cooperative hazard management and recovery

Policy S-2.7 Community resilience centers

Policy S-2.8 Healthy, resilient, and efficient buildings

Related Environmental Justice Topic(s):

Air Quality, Public Facilities

Related Barstow Code Content:

N/A

- IMP-S-12 **Public health planning.** Coordinate with local healthcare and public health providers to plan for, monitor, and respond to emergent health and disease conditions such as pests, disease outbreaks, high heat, and poor air quality. Identify additional programs and funding to expand affordable healthcare services and assist low-income residents in accessing these services.

Lead: Community DevelopmentSupport: Fire Protection District, Police, Barstow Community Hospital, County Public HealthRelated General Plan Content:

Policy S-2.1 Resilient public facilities

Policy S-2.2 Emergency response operations plan

Policy S-2.3 Cooperative hazard management and recovery

Policy S-2.7 Community resilience centers

Policy S-2.8 Healthy, resilient, and efficient buildings

Related Environmental Justice Topic(s):

Public Facilities

Related Barstow Code Content:

N/A

- IMP-S-13 **Energy efficiency and weather resilience.** Evaluate options to expand current programs and collaborations with Southern California Edison and other agencies and organizations (e.g., High Desert Regional Energy Leader Partnership) to improve energy and weather resiliency against extreme heat or other hazardous events. Emphasize partnerships and/or funding to assist low-income households improve the energy efficiency, energy resilience (e.g., solar, back-up energy systems), and weather resilience of their homes, particularly those who depend on electricity supply for medical devices and refrigerating medication.

Lead: Community ServicesSupport: Community Development, Fire Protection District, County Public Health, Southern California Edison, High Desert Regional Energy Leader PartnershipRelated General Plan Content:

Policy S-2.1 Resilient public facilities

Policy S-2.7 Community resilience centers

Policy S-2.8 Healthy, resilient, and efficient buildings

Policy S-2.9 Urban heat reduction

Related Environmental Justice Topic(s):
Public Facilities, Safe and Sanitary Housing

Related Barstow Code Content:
N/A

- IMP-S-14 **Extreme heat response plan.** Coordinate with the County and other public agencies to develop and maintain an extreme heat response plan that designates cooling centers and establishes a temperature threshold triggering citywide notification and coordination for opening designated cooling centers to the public. Prioritize communication and response activities to low-income households and those most at risk of being impacted by extreme heat.

Lead: Community Services

Support: Community Development, Fire Protection District, Barstow Community Hospital, County Public Health

Related General Plan Content:
Policy S-2.1 Resilient public facilities
Policy S-2.2 Emergency response operations plan
Policy S-2.3 Cooperative hazard management and recovery
Policy S-2.4 Community emergency preparation
Policy S-2.7 Community resilience centers
Policy S-2.8 Healthy, resilient, and efficient buildings

Related Environmental Justice Topic(s):
Public Facilities

Related Barstow Code Content:
N/A

- IMP-S-15 **Hazard-related development standards.** Update the Barstow Code to add standards (building and site design) related to hazardous waste facilities in flood hazard areas, Alquist Priolo Fault Zones, and near pipelines and electric transmission lines.

Lead: Community Services

Support: Community Development, Fire Protection District

Related General Plan Content:
Policy S-3.1 Hazardous materials siting
Policy S-3.2 Pipelines and electrical transmission lines

Related Environmental Justice Topic(s):
N/A

Related Barstow Code Content:
Chapter 15.16 Floodplain Management
Chapter 16.04 Fire Code
Chapter 19.05 Site Plan Review
Chapter 19.06 Development Standards

- IMP-S-16 **Noise and vibration standards.** Update the Barstow Code to incorporate the noise and vibration standards identified in Safety Element Tables N-1, N-2, and N-3, and as directed in Policy S-4.6.

Lead: Community Services

Support: Community Development, Community Services

Related General Plan Content:

Policy S-4.1 Land use compatibility

Policy S-4.6 Industrial proximity

Table N-1 State of California Interior and Exterior Noise Criteria

Table N-2 Federal Indoor Ground-Borne Vibration (GBV) and Ground-Borne Noise (GBN) Annoyance Criteria

Table N-3 Federal Vibration Damage Criteria

Related Environmental Justice Topic(s):

N/A

Related Barstow Code Content:

Chapter 19.18 Industrial District (Section 19.18.170)

IMP-S-17 **Battery storage hazards and emergency response.** Monitor the installation of batteries for energy storage on residential, commercial, institutional, and industrial properties. Update the Local Hazard Mitigation Plan and Emergency Operations Plan, in coordination with the County and other agencies, to address current and potential fire hazards and other risks associated with damaged or malfunctioning batteries used for energy storage.

Update the Barstow Code as needed to establish standards and procedures related to batteries used for energy storage. Require specific plans to comply with these standards and/or establish acceptable equivalent standards and to demonstrate coordination with the Fire Protection District on emergency response.

Evaluate additional equipment and training needed to ensure adequate response to potential fire hazards and other risks associated with damaged or malfunctioning batteries used for energy storage. Incorporate this equipment into fair share cost calculations for new development.

Lead: Fire Protection District

Support: Community Development, Community Services

Related General Plan Content:

Policy S-1.1 Hazard planning

Policy S-2.2 Emergency response operations plan

Policy LU-2.5 Fiscal impact of new development

Related Environmental Justice Topic(s):

N/A

Related Barstow Code Content:

Title 16 Fire Protection

Open Space and Conservation Element

IMP-OSC-1 **Park standards.** Update the Barstow Code to replace the parkland requirement that requires 3 acres for projects that provided park space or paid a fee pursuant to the Quimby Act, with a combination of a development standard that applies to any residential development. Evaluate combination such as the provision of 1 acre of neighborhood park

per thousand people and 2 acres per thousand of community and/or regional parks provided by a fee.

Lead: Community Development

Support: Parks and Recreation

Related General Plan Content:

Policy OSC-1.1 Parkland standard

Policy OSC-1.2 Diverse recreation opportunities

Table OSC-1. Public Parks and Recreation Facilities

Related Environmental Justice Topic(s):

N/A

Related Barstow Code Content:

Chapter 18.24 Parks Dedication

IMP-OSC-2 Parks master plan. Establish a parks master plan that identifies strategies and potential funding sources to maintain the quality of existing park facilities and provide new park facilities, with a priority to define and improve/expand existing park facilities in underserved areas. Conduct meaningful and engaging community outreach as part of the development of the parks master plan, with particular emphasis on reaching residents in areas determined to be underserved and/or under-resourced.

Potential new park options and actions that should be considered when developing the parks master plan (and earlier if development activity warrants).

- Coordinate with future development near Rimrock and Higgins Road establish a linear park along the 500-year flood hazard area to expand access to Sessions Memorial Sports Park for existing neighborhoods north of Rimrock Road while also creating a desirable open space and flood control facility for development south of Rimrock Road.
- Extend land lease agreement on Stringham Park in perpetuity or as long of a term as possible.
- Coordinate with BUSD to explore expanding Stringham Park to the west on land currently used for storage.
- Consider additional options to expand parkland and Class I multipurpose trail connections to the conceptual linear park to Montara Elementary School and Stringham Memorial Spark.
- Coordinate with property owners, Barstow Unified School District, and the Federal Government (as applicable) to establish public school and park facilities as new housing development occurs (especially south of Rimrock Road).
- Coordinate with Barstow Unified School District and the County to identify funds for and implement improvements to Lenwood Park that enable the park to be a recreational resource for Lenwood Elementary and nearby residential neighborhoods.

Lead: Parks and Recreation

Support: Community Development

Related General Plan Content:

Policy OSC-1.1 Parkland standard

Policy OSC-1.2 Diverse recreation opportunities

Policy OSC-1.3 Joint-use facilities

Policy OSC-1.4 Floodplain park planning

Policy OSC-1.5 Open space linkages

Policy OSC-1.6 Heat abatement
Table OSC-1. Public Parks and Recreation Facilities

Related Environmental Justice Topic(s):

Physical Activity, Public Facilities

Related Barstow Code Content:

N/A

IMP-OSC-3 **Indoor air quality improvements.** Evaluate options to expand current grants and incentives offered by Mojave Desert Air Quality Management District to support home improvements (e.g., repairs or installations of windows, air conditioning units, high-performing air filter replacements), for lower-income households and property owners with lower-income tenants within the Barstow planning area.

Lead: Community Services

Support: Community Development, County Public Health, Mojave Desert Air Quality Management District

Related General Plan Content:

Policy OSC-3.5 Indoor air quality

Related Environmental Justice Topic(s):

Air Quality, Safe and Sanitary Housing

Related Barstow Code Content:

N/A

IMP-OSC-4 **Screening standards.** Update the Barstow Code to define development standards and design guidelines for “well-designed” screening for commercial and industrial development entitled outside of specific plans, with a particular focus on screening large parking, truck loading, and outdoor storage areas.

Lead: Community Development

Support: N/A

Related General Plan Content:

Policy OSC-7.6 Screening

Related Environmental Justice Topic(s):

N/A

Related Barstow Code Content:

Chapter 19.18 Industrial District (Section 19.18.060)

Chapter 19.24 Other Uses (Section 19.24.035)

Appendix B. Glossary

The following is a glossary of terms to help users read and understand the General Plan and the meaning and intent of its goals and policies. Please note that this glossary is not intended to be comprehensive or define terms, acronyms, or abbreviations that are generally well understood or easily looked up using other resources. Nor is this glossary intended to simply replicate the dictionary definition of a term. The focus is to define terms that have multiple potential meanings (either in or out of the General Plan context), and to define the intended meaning of such terms in the context of the General Plan and to ensure the correct interpretation and implementation of the General Plan. Finally, the General Plan may contain or present additional information that refines the definition of a term to provide additional context for the subject matter or to help clarify a goal or policy.

A

Acceptable. A decision, action, metric, or outcome that is considered appropriate and suitable for the health, welfare, and safety of residents, institutions, and/or businesses. Compliance with applicable local, state, and federal legal requirements and mandatory thresholds is the minimum baseline for deeming something acceptable.

Accessibility. Refers to the ability to reach destinations. While mobility focuses on how to get to a particular destination, accessibility focuses on where you are going. For transportation purposes, accessibility also refers to the limitations of individuals to get to a particular destination.

Accommodate. To make room for or provisions for something that is specifically intended to occur.

Action. An activity, program, or initiative undertaken by the City or another stakeholder, typically to implement a policy or goal of the General Plan.

Active transportation. Transportation conducted purely through direct human movement, such as walking, cycling, using a wheelchair, in-line skating, or skateboarding. An active transportation system refers to the pedestrian and bicycling paths that provide opportunities for human-powered transportation.

Advocate. To openly support and promote an action, objective, or goal; also to speak on behalf of an individual or group.

Adaptive reuse. A method by which a building is adapted/modified to a different use from its original use, while its general physical form is retained. See also *historic rehabilitation* for historical buildings.

Adequate. A degree of quality and/or quantity where the desired degree of functionality, safety, or other defined level of service is achieved and can be maintained without unexpected expenditure of resources.

Agency. A governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Agriculture. Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals.

Air basin. One of 14 self-contained regions in the United States, minimally influenced by air quality in contiguous regions. Barstow is located in the Mojave Desert Air Basin.

Air pollutants. Any airborne substance that could, in high enough concentration, harm animals, humans, vegetation, and/or materials. With respect to circulation, air pollutants fall into two main groups: (1) those emitted from identifiable sources (such as vehicles) and, (2) those formed in the air by interaction between pollutants and weather conditions.

Air pollutant emissions. Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant. The Mojave Desert Air Quality Management District has identified primary pollutants including carbon monoxide, nitrogen dioxide, particulates (PM₁₀), reactive organic gases, and sulfur dioxide.

Air pollution control district (APCD). A single-or multi-county agency with legislative authority to adopt and enforce all rules and regulations necessary to control non-vehicular sources of air pollutants in its area. The Mojave Desert Air Quality Management District (MDAQMD) is the designated APCD for the Mojave Desert Air Basin.

Air quality standard. A health-based standard for air pollution established by the federal government and the State. Barstow is located in the Mojave Desert Air Basin which is currently (2024) considered a non-attainment area for ozone and respirable particulate matter (PM₁₀).

Airport. Any public or private civilian/public-use or military airport, air station, heliport, or air facility.

Airport Land Use Compatibility Plan. A land use compatibility plan for civilian/public-use and military airports, as referenced in California Public Utilities Code Section 21675. Also known as airport environs land use plan.

Airport Land Use Commission (ALUC). An entity that implements state law regarding airport and surrounding land use compatibility. The closest airport to Barstow is the Barstow-Daggett Airport in the unincorporated community of Daggett, and is overseen by the San Bernardino County ALUC.

Allow. To be open to something occurring but without any particular effort to make it happen.

Ambient air quality. The quality of the air at a particular time and place.

Ambient noise level. The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Americans With Disabilities Act (ADA). A federal law that prohibits discrimination based on disability. Titles II and III of the ADA Act of 1990 include enforceable accessibility standards called the 2010 ADA Standards for Accessible Design. The standards set minimum requirements for state and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities.

Annexation. The means by which an incorporated city or town extends its corporate boundaries. Annexation of unincorporated land into an incorporated city or town is initiated by a petition of affected land owners or registered voters, or by resolution from the incorporated city or town. The process of annexation is overseen by the Local Agency Formation Commission (LAFCO).

Analyze. To methodically examine the desirability or feasibility of something, with a view toward letting the evidence determine the appropriate level of commitment.

Appropriate. Something that is suitable for a particular purpose, context, design, or use, particularly as it relates to achieving or obtaining a desired outcome. See also *compatible*.

Architectural character. The characteristic given to buildings by prominence derived from distinctive and attractive attributes in its architecture and ornamental detailing.

Architectural feature. A prominent or significant part or element of a building, structure, or site,

Architectural style. The characteristic form and ornamental detail of buildings of a particular period.

Arterial street. A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections that generally provide direct access to properties.

Articulation. Clear and distinct separation between design elements.

Aspire. To direct one's ambitions toward achieving something.

Attractive. Having qualities that arouse interest and pleasure in the observer.

Augment. To add to something that is already in place to make it more desirable, functional, or beneficial.

Automatic aid. Automatic aid is assistance that is dispatched automatically by a contractual agreement between two emergency service departments, communities, or districts when an emergency occurs. It differs from mutual aid, which is arranged on an as-needed and requested basis.

Avoid. To make a decision or take a course of action to prevent or not enable something that will lead to an undesirable outcome.

B

Backlit. Illuminated internally or from the inside.

Berm. A raised form of earth to provide screening or to improve the aesthetic character.

Bicycle facilities. A general term used to describe all types of bicycle-related infrastructure, including linear bikeways and other provisions to accommodate or encourage bicycling, such as bicycle racks and lockers, bikeways, and showers at employment destinations.

Bikeway. A generic term for a road, street, or path that is designed for bicycle travel, regardless of whether it is designated for the exclusive use of bicycles or is to be shared with other transportation modes. A bikeway network refers collectively to all types of bikeways and facilities.

Buffer / buffer area. An area of land, structure, feature, or design treatment separating two land uses, acting to soften or lessen (to an acceptable level) the negative effects of one land use on the other.

Building envelope. The three-dimensional space within which a structure is permitted to be built on a lot. This space is defined with respect to such development regulations as height, setback requirements, floor area ratio, lot coverage, and intensity standards.

Business Improvement District (BID). A type of special assessment district in which business owners collectively choose to be assessed, with the proceeds then used by local business organizations to improve and promote the business district.

C

California Environmental Quality Act (CEQA). A state law (California Public Resources Code Section 21000 et seq.), requiring state and local agencies to consider the environmental impacts of a project, and reduce those impacts if feasible, prior to taking action on the project.

California Native American Heritage Commission (NAHC). The governor-appointed nine-member commission charged with identifying and cataloging places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private lands. The NAHC also performs other duties regarding the preservation and accessibility of sacred sites and burials and the disposition of Native American human remains and burial items.

Capital Improvements Program (CIP). A program, administered by a city or county government that schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction.

Capacity. The ability to provide a service or fulfill an obligation in the desired manner or at a desired level of service.

Circulation system. The entire system of streets, bikeways, transit routes, truck routes, railroad, pedestrian paths, and other routes that people use for driving, walking, bicycling, and moving throughout a city.

Cohesiveness. Unity of composition between design elements of a building or a group of buildings and the landscape development.

Collaborate. To intentionally, willingly work together toward a common objective or goal.

Community assets. Public libraries, public museums, arts and cultural facilities, community/ senior centers, and similar facilities open to and for the benefit of the public.

Community character / community identity. The history, culture(s), natural features, and human-built features that a community's residents value and wish to celebrate and maintain. Community character can also be defined as the sum of attributes and assets that make a community unique and establish a

sense of place for its residents. Some attributes and assets are tangible, like a unique main street area, while others are intangible, like a general sense of tranquility associated with the natural environment.

Community Noise Equivalent Level (CNEL). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 P.M. to 10 P.M. and after addition of 10 decibels to sound levels in the night before 7 A.M. and after 10 P.M.

Community Revitalization Investment Authority. Community Revitalization & Investment Authorities (CRIAs) are a tool to fund economic development projects within a geographic boundary utilizing tax increment financing. Eligible areas for a CRIA include those that are disadvantaged based on several determinations.

Compatible. The ability for two or more land uses, structures, and/or transportation facilities to coexist in a beneficial manner, without conflict, or with minimal conflict that can be reduced or to a safe and acceptable level. Common factors that are considered in determining the degree of compatibility include levels of human and/or vehicular activity and levels of sound, noise, vibration, and/or light emitted by both the source and adjacent use, structure, or facility. Compliance with applicable local, state, and federal legal requirements and mandatory thresholds is the minimum baseline for deeming something compatible. See also *incompatible*.

Complete community. A master plan, town, or city that is designed and planned with the intention of meeting people's needs for daily living throughout an entire lifetime. This includes planning for, designing, and attracting:

A wide range of housing options and businesses that provide an appropriate mix of jobs and access to essential goods and services

Public facilities that satisfy energy, water, health, education, social, religious, and recreation needs

Emergency services that create a real and perceived sense of safety and security

Mobility options for all users of all ages and abilities, including public and active transportation

Complete street. A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the street.

Complete streets network. A system of on- and off-street facilities (e.g., sidewalks, bike lanes, and trails), that enable all users of all ages and abilities to navigate within or through a community area, with an emphasis on mobility focus areas. The system can consist of one or more facility type based on the intended users and access requirements. Individual facilities may overlap or not, serve all or just some users, and be contiguous or disconnected. Complete streets facilities and improvements are subject to physical constraints presented by the local context and financial feasibility limitations.

Comply with. To follow specified existing ordinances, regulations, or procedures.

Complement / complementary. Combining or coexisting (e.g., two buildings or land uses) in such a way as to enhance or emphasize the qualities of each other.

Concurrent. Services, facilities, activities, or other things that are provided or are occurring at the same time as something else.

Congestion management program (CMP). A planning tool that is typically updated by the San Bernardino County Transportation Authority (SBCTA), which endeavors to align land use, transportation, and air quality management efforts in order to promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements. The focus of the CMP is the development and coordination of a multimodal transportation system across jurisdictional boundaries, incorporating the goals from Regional Transportation Plan/Sustainable Communities Strategy. Per the level of service standard adopted by SBCTA, when a CMP segment falls to “F,” a deficiency plan must be prepared by the local agency where the deficiency is located. The plan must contain mitigation measures, including Transportation Demand Management (TDM) strategies and transit alternatives, and a schedule of mitigating the deficiency. It is the responsibility of local agencies to consider the traffic impacts on the CMP when reviewing and approving development proposals. It should be noted that SB 743 provides the option for local agencies to opt out of the CMP individually due to the outdated regulatory nature of CMP.

Conservation. The management of natural resources to prevent waste, destruction, or neglect.

Consider. To remain open to and evaluate a range of possible actions or outcomes as part of a decision.

Consistent. To be or act in harmony or aligned with something; see also *inconsistent*.

Consolidate. To bring together aspects, features, or components of a system or locale that can serve better in a combined, merged, or integrated form.

Construct. To build something: buildings, roads, channels, etc.

Container storage. Paved or unpaved space used to park or store domestic or international shipping containers.

Context. Local or regional environmental, social, and economic conditions.

Context-sensitive. An approach, design, standard, or practice that is sensitive to and varies according to the local or regional environmental, social, and economic conditions.

Context-sensitive solutions. The planning, design, and implementation of transportation and/or building infrastructure that is in scale and character with surrounding land uses, minimizes negative effects, and adds value to adjacent land uses through design, aesthetics, and other techniques.

Continue. To maintain and/or resume an action.

Cooperate. To work in a positive effort with another entity toward a mutually beneficial end. Such work may take the form of direct action, passive support, or even inaction.

Coordinate. To work in a positive effort with another entity in the process of conducting individual actions or initiatives that relate to each other and that can benefit from concurrent or cooperative activity.

Critical facilities. Public safety and services sites, structures, and institutions that, if impacted by an emergency, could exacerbate the problem, reduce a public entity's ability to respond, or present a significant secondary problem or a problem greater than the original emergency.

D

Decibel (dB). A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micro Newtons per square meter). An A-weighted decibel (dBA or dB(A)), is the sound pressure level that has been filtered or weighted to quantitatively reduce the effect of the low frequency noise. It was designed to approximate the response of the human ear to sound. A-level is measured in units of decibels. See also *vibration*.

Dedicate. To offer or set aside for a specific program, action, or use; when in the context of land dedication, the land is generally set aside for public ownership, use, and/or operation or maintenance.

Density. Dwelling units per acre; a measure of residential development. Gross density is based upon the number of units over an entire development site. Net density is based upon the number of units on the portion of the development site that is reserved for private development (e.g., excludes areas set aside for public improvements and conservation areas).

Design. To conceive in advance the size, shape, qualities, appearance, open space, and other attributes of a proposed development, building and related improvements, generally rendered in graphic forms that communicate the anticipated outcome.

Determine. To calculate in advance the nature or outcome of an anticipated action, situation, or proposal. Alternatively, to make a decision based on an entity's formal authority.

Development site. For the purposes of calculating density and intensity, the area of land associated with an existing or proposed development, including areas required for public dedication.

Disadvantaged unincorporated community (DUC). An inhabited and unincorporated area that contains 10 or more dwelling units in proximity or where 12 or more registered voters reside (per Section 56046 of the California Government Code) and have an annual median household income that is 80 percent or less of the statewide median housing income (per Section 79505.5 of the California Water Code). Also as identified and mapped by the Local Agency Formation Commission.

Discourage. To openly deter (or attempt to deter) an individual, group, or organization from doing something.

Discretionary. An action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Downtown. Properties and roadways along and in proximity to Main Street between Otis and 7th Avenues.

Dwelling unit. A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, limited to one kitchen), which constitutes an independent housing unit, occupied or intended for occupancy by one household on a long-term basis.

E

Earthquake fault zone. Regulatory zone around active faults created through the Alquist-Priolo Act. Displayed as polygons that encompass mapped fault traces, typically about one-quarter mile in width.

Edge. A break, an interruption, or a simple change in the continuity of form in the built environment or open space, or a barrier along the predominant line of sight. An area between two land uses where change occurs that can have the effect of separating or joining.

Encourage. To promote, support, or champion a concept or action; such support may be in terms of political support and coordination, staff resources, and/or financial resources.

Enhance. To improve existing conditions in quality, value, or characteristic.

Enhanced Infrastructure Financing Districts (EIFDs). A governmental entity financed through tax increment generated from the growth in property taxes collected from within a designated district boundary. EIFDs work by freezing the property tax revenues that flow from a designated project area to the city, county, and other taxing entities at the “base level” in the current year.

Environmental Justice Area or Community. A disadvantaged community, as defined by Government Code Section 65302(h)(4)(A), is a low- income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation, or an area identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code, as amended from time to time respectively.

In the context of state law enacted through SB 1000, a jurisdiction may use a variety of factors and information to determine what is an environmental justice area or community within the area covered by the General Plan. The City uses local knowledge and a mapping tool from CalEPA called CalEnviroScreen (CES) to identify the most vulnerable and disadvantaged areas in Barstow (in the context of SB 1000). The CES tool measures indicators for every census tract in California related to people’s exposure to pollution and quality of life. The results for each census tract are combined and measured against every other census tract, producing a composite score that ranks census tracts from the least impacted to the most impacted. Those ranked in the top 25 percent—shown with values between 75 and 100 percent—are considered and referred to as an environmental justice area or environmental justice community.

At times, such census tracts (or other areas as defined by the City), may also be referred to using the shortened term *disadvantaged community*. However, this should not be confused with the term *disadvantaged unincorporated community*.

Equitable. A condition or treatment that is fair and impartial; also implies each member of the community having a similar level of access to a resource.

Erosion. The process by which soil and rock are detached and moved by running water, wind, ice, and gravity.

Establish. To bring something into being that does not currently exist.

Exclusive or exclusively. Limited to one type of focus, action, or land use.

Explore. To search for or examine the nature of a possibility before a commitment is made. Similar to *analyze*.

Expand. To increase in detail, extent, number, volume, or scope.

F

Facilitate. To make an action or process easier or to help bring about.

Fair share. An allocation of resources, costs, or fees considered equitable and proportional to the needs, impacts, or activity of an existing or proposed project.

Fault / active fault. A fracture in the crust of the earth along which rocks on one side have moved relative to those on the other side. Most faults are the result of repeated displacements over a long period of time. A fault trace is the line on the earth's surface defining the fault. For the purposes of the Alquist Priolo Earthquake Fault Zoning Act, an active fault is one that has ruptured in the last 11,000 years. See *earthquake fault zone*.

Fault. A fracture in the earth's crust forming a boundary between rock masses that have shifted. A fault is considered to be an active fault if it has exhibited movement within the last 11,000 years and can be expected to move within the next 100 years. A potentially active fault is a fault that last moved within the Quaternary Period before the Holocene Epoch (the last 2,000,000 to 11,000). An inactive fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

Feasible. Capable of being done, executed, or managed successfully taking into consideration social, physical, environmental, and/or economic factors.

Feasible, technically. Capable of being implemented because the industrial, mechanical, or application technology exists.

Feature. A noticeable or important characteristic, attribute, or aspect of something.

Finding(s). The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken or a decision made by the entity.

Fire hazard severity zone. A designated area in which the type and condition of vegetation, topography, fire history, and other relevant factors demonstrate an increased possibility of uncontrollable wildland fire. As part of CAL FIRE's responsibilities, it assigns fire severity—moderate, high, and very high—to areas in California for fire planning and suppression purposes. In addition to hazard planning in the General Plan and other emergency services plans, the zones are used to designate areas where California's defensible space standards and wildland urban interface building codes are required and can also be a factor in real estate disclosure.

Fire responsibility areas. California's wildlands have been divided into three zones or responsibility areas, depending on the agency with primary financial responsibility for addressing the prevention, suppression, and postfire recovery of fire. These include local responsibility area (LRA), state responsibility area (SRA), and federal responsibility area (FRA).

- **Local responsibility areas (LRAs).** The areas of California where local jurisdictions (e.g., county or city/town fire departments, fire protection districts, and by CAL FIRE under contract to local government) are responsible for the prevention and suppression of wildfires.
- **State Responsibility Areas (SRAs).** The areas of California where the State of California is financially responsible for the prevention and suppression of wildfires. SRA does not include lands within incorporated city/town boundaries or in federal ownership.
- **Federal Responsibility Areas (FRAs).** The areas of California where the federal government has the primary financial responsibility for preventing and suppressing fires. These lands are generally protected by a variety of federal agencies.

Fiscal sustainability. The city's capacity to operate and maintain public facilities and to provide public services with a reasonable level of service using the revenue generated for the service or facility or revenue generated by the users or beneficiaries of the service or facility. Fiscal sustainability exists when the city has the financial capacity to operate and maintain public facilities and to provide public services in the short term and over the long term.

Flood. Refers to the rising and overflowing of a body of water onto normally dry land that is often caused by storm events or breaches of flood control infrastructure. While there are many different types of flooding that are recognized for communities, the three common types of flooding in the county are alluvial fan, riverine, and urban flood:

- **Alluvial flood.** Alluvial flooding occurs on the surface of an alluvial fan or similar landform that originates at the apex, and is characterized by high-velocity flows, active erosion, sediment transport, and deposition; and unpredictable flow paths. Alluvial fan flooding is depicted on a Flood Insurance Rate Map as Zone AO, with a flood depth and velocity.
- **Riverine flood.** Riverine flooding occurs when excessive rainfall or heavy snow melt causes water to rise and overflow the edges of a river, bank, or channel. Flash flooding, a type of riverine flood, is characterized by an intense, high velocity torrent of water, often accompanied by debris, which occurs in a river channel with little to no warning.
- **Urban flooding.** Urban flooding is caused when heavy rainfall creates a flood independent of an overflowing water body, such as when intense rain overwhelms the capacity of an urban drainage system.

Flood zone / flood hazard area / Floodplain. The General Plan displays and/or refers to the following simplified categories on flood hazard maps and in policies:

- **100-year flood zone.** For the purposes of the General Plan, the term 100-year flood zone includes areas mapped by both federal and state agencies (described below).
 - o **FEMA 100-year flood zone.** An area mapped on a flood insurance rate map (FIRM) where a storm with a 1 percent chance of being equaled or exceeded in any given year can cause flood conditions. These areas are mapped on a FIRM under the Federal Agency Management Agency's (FEMA) National Flood Insurance Program (NFIP).
 - o **DWR 100-year flood zone.** An area mapped by the California Department of Water Resources (DWR) that identify 100-year flood hazard areas using approximate assessment procedures. These floodplains are identified simply as flood prone areas without specific depths and other flood hazard data; they are not FEMA regulatory floodplain maps. The state conducts an Awareness Floodplain Mapping project to identify all pertinent flood hazard areas for areas that are not mapped under FEMA's NFIP, and to provide the community and residents an additional tool in understanding potential flood hazards currently not mapped as a regulated floodplain.
- **FEMA 200-year flood zone.** An area mapped (currently in limited areas) by DWR where a storm with a 0.5 percent chance of being equaled or exceeded in any given year can cause flood conditions

- **FEMA 500-year flood zone.** An area mapped on a FIRM where a storm with a 0.2 percent chance of being equaled or exceeded in any given year can cause flood conditions. These areas are mapped on a FIRM under FEMA's NFIP.

Flood insurance rate map (FIRM). The official map on which FEMA has delineated both the areas of special flood hazards and the risk premium zones applicable to the community. Flood hazard areas identified on the FIRM are identified as a special flood hazard area (SFHA). SFHAs are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. Moderate flood hazard areas are also shown on the FIRM, and are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, may either be shown or unshaded.

Floodproofing. Any combination of structural and nonstructural materials, techniques, or site designs that reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures, and their contents. For guidelines on dry and wet floodproofing, see technical bulletins published by FEMA.

Floor-area-ratio (FAR). A measurement used to identify nonresidential land use intensity. The FAR is the ratio of the total gross floor area of all buildings on a parcel compared to the total area of that lot.

Food desert. A place where groups of residents are subject to food insecurity. The US Department of Agriculture defines a food desert as a census tract that is low income and has low access to supermarkets or large grocery stores. Low access is characterized by at least 500 people and/or 33 percent of the tract population residing more than 1 mile from a supermarket or large grocery in urban areas (as defined by the US Census), and more than 10 miles in rural areas.

Food insecurity. The state of being without reliable access to sufficient quantity of affordable, nutritious food.

Fund. To make money available for a prescribed purpose; may be a one-time, periodic, or ongoing commitment.

Funding and financing mechanism. A legislatively authorized public revenue tool covering a distinct geographical area in which revenues may be generated by properties to fund various public facilities and services. Many of these mechanisms also allow for the issuance of debt. Examples of funding and financing mechanisms can include: assessment district, contractual assessment district, business improvement district, community facility district, community services district, multifamily housing district, lighting and landscaping maintenance district, parking district, community revitalization and investment authority, and enhanced infrastructure finance district.

G

Gateways. An urban space or architectural element that announces the arrival to, or departure from a place. A point of arrival.

General plan planning area. The area of land where the City applies and coordinates with others to apply and implement the goals, policies, and actions of the General Plan. Barstow's General Plan planning area is coterminous with its sphere of influence.

Greenhouse gas (GHG). Any gas that absorbs infrared radiation in the atmosphere. State law identifies seven greenhouse gases for which the California Air Resources Board is responsible to monitor and regulate in order to reduce GHG emissions: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and nitrogen trifluoride (NF₃).

Goal. A statement of desired future conditions regarding a particular topic; a goal paints a picture of how something will be in the future. A goal in and of itself is not sufficient to understand its intent, extent, or context. A goal itself is kept simple, with policies, objectives, and implementation actions providing further definition.

Goods movement. The transport of products from their manufacturing origin to their final destination where they will be sold, stored, or used. Moving goods involves airplanes, ships, trains, and trucks.

Grade separation. A bridge or tunnel for a highway, road, or railroad that allows pedestrians, bicyclists, or even cars to cross a major roadway without conflict or delay for a signal light. Without grade separations, vehicles, and bicycles, and pedestrians must physically cross major roadways and/or railroad tracks.

Greywater/graywater. Wastewater that is generated in residential buildings, excluding sewage, such as gently used water from bathroom sinks, showers, tubs, and washing machines. The wastewater generated by toilets, kitchen sinks, and dishwashers is called blackwater due to its larger organic load (fecal or organic matter).

Groundwater. Water under the earth's surface, often mapped as basins and confined to aquifers capable of supplying wells and springs.

Groundwater recharge. The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water- holding rocks that provide underground storage in aquifers. This process can also be conducted artificially by capturing and injecting surface water or recycled water into aquifers.

Ground Failure. Mudslide, landslide, liquefaction, or the seismic compaction of soils.

H

Harden. To make a building able to withstand one or more negative forces or events while still retaining structural integrity and ensuring the safety of occupants, ideally while also preventing or significantly reducing permanent internal or external damage.

Hazardous materials. Materials or wastes that are identified by regulatory agencies that either cause or contribute to an increase in mortality, serious illness, or otherwise pose a substantial threat to human or environmental health when improperly managed.

Hazardous waste facilities. Carefully designed off- site facilities accepting hazardous wastes for storage or treatment.

Headway. The distance or duration between vehicles in a transit system measured in space or time.

Heliport. An identifiable area on land or water, including any building or facilities thereon, used or intended to be used for the landing and takeoff of helicopters. Does not include temporary landing and takeoff sites. Refueling and overnight maintenance are permitted.

Helistop. An identifiable area on land or water, including any building or facilities thereon, used or intended to be used for the landing and takeoff of helicopters. Does not include temporary or emergency landing and takeoff sites. Refueling and overnight maintenance are not permitted.

Historic resources. Buildings, structures, sites, or districts that are considered of particular historical and/or cultural significance. Generally, such resources are listed on a local, state, or federal register.

Historic treatment. The memorialization, preservation, reconstruction, rehabilitation, or restoration of a historic resource.

- **Historic memorialization.** Permanent recognition of an important historical resource through such means as a physical plaque or official designation.
- **Historic preservation.** A treatment for a historic building or landscape that focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time.
- **Historic reconstruction.** A treatment for a historic building or landscape that re-creates vanished or non-surviving portions of a property for interpretive purposes.
- **Historic rehabilitation.** A treatment for a historic building or landscape that acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character.
- **Historic restoration.** A treatment for a historic building or landscape that depicts a property at a particular period of time in its history, while removing evidence of other periods.

Holistic approach. An approach that addresses the factors that lead to a condition or behavior as well as the treatment of symptoms or enforcement of laws, in order to prevent a condition or behavior.

Household. The U.S. census considers all persons living in a dwelling unit to be a household, whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

I

Impact. Generally, the result of an action or inaction; when the term is used in the context of an environmental analysis under the California Environmental Quality Act (CEQA), the term "impact" refers to how a proposed project may directly or indirectly effect specific environmental, infrastructure, and public service factors.

Identify. To determine characteristics or facts without any predetermination regarding future commitments; gather information only.

Implementation action. An action, procedure, program, or technique that carries out or seeks to make progress toward the furtherment of a goal or policy of the General Plan.

Include. To make a part of a consideration or issue under public scrutiny.

Incompatible. To be so opposed in character as to be incapable of existing together without causing unacceptable conflicts or harm upon one or all parts; conflicting; see also *compatible*.

Incorporate. The same as include.

Incorporated boundaries. The official boundaries of the city, as defined by the city and the local agency formation commission, where the city’s municipal laws are enforced. When the General Plan uses the phrase “in the City,” the text is referring to land within Barstow’s incorporated boundaries (unless the text otherwise explicitly identifies another city). See also *general plan planning area* and *sphere of influence*.

Inconsistent. Varying to the point of conflict or contradiction; see also *consistent*.

Infill development. Development that is constructed on land that has direct access to existing public services and infrastructure. Typically surrounded by largely developed and/or built out areas. Other more precise definitions are present through state law and may dictate, for example, when a project may be exempt from CEQA or when residential uses are permitted on commercially-designated lands.

Infrastructure. The physical systems and services which support development and people, such as streets and highways, transit services, airports, water and sewer systems, and the like.

Innovative. Methods or approaches that are new and original, often (but not always) more advanced.

Install. To put in place at a specified time or place or in a particular sequence.

Integrate. To blend new and existing projects or activities together in a compatible fashion.

Intensity. For non-residential land uses (such as commercial or retail development) or mixed-use projects, intensity refers to the amount of square footage built on a given site (often expressed as floor-to-area ratio or FAR). Other measurements may involve lot coverage, building bulk, and height.

Inundation area. A defined area downstream from any dam, basin, or impounded body or source of water (including reservoirs, large above ground water tanks, lakes, etc.) that could be flooded in the event of a sudden or complete failure of the structure. The inundation area or zone can also include levees that are breached or compromised, causing water to flood adjacent areas.

Investigate. To examine the accuracy of information provided in support of a proposed project, process, or program.

J

Joint use. Also called “shared use” or “community use;” occurs when governmental entities, other public agencies, or not-for-profit organizations, agree to open or broaden access to their facilities for community use.

K

[placeholder]

L

Land use designation. Reference term for the classification of generally permitted land use type and intensity as directed by the General Plan. The land use designations are implemented by land use zoning districts, which contain more specific regulations on land use and building standards.

Land use zoning district. Reference for the classification and regulation of land use type and intensity in Title 19 of the Barstow Code.

Land Use Map. Reference term for the General Plan Land Use Map showing the distribution of land use designations across the city.

Landmark. In city form terms, a focal point or conspicuous object used as a point of orientation in reference to other objects.

Level of service (LOS). A qualitative measure describing the delivery of service based on the needs and/or desires of customers or users. A LOS standard also generally factors in financial constraints (e.g., amount of user fees or taxes), as well as physical constraints (e.g., topography or distance). In measuring traffic conditions, it is the quantified measurement and categorization of traffic flow based on vehicle speed, density, congestion, and other elements.

Limit. To confine a project or activity within prescribed specifications or performance criteria.

Link. To connect a project, area, function, or activity to another feature or features that would be mutually beneficial and reinforce desired functions.

Low-impact industrial. Industrial uses where operations are totally enclosed in a structure, such as research and development facilities, and technology centers, and the levels of noise, vibration, odors, or other emissions are similar to that of professional office uses. Warehousing and other truck-intensive uses are not considered low-impact industrial.

Liquefaction. A process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain.

Local workforce. A resident with a valid physical home address within a zip code that overlaps with the City's General Plan boundaries as well as the nearby unincorporated communities of Helendale, Daggett, Yermo, and Newberry Springs.

Locate. To place an improvement, function, or use in a particular locale, on property with certain characteristics, or in proximity to specified features to bring about benefits and/or efficiency.

M

Maintain. To keep a system, facility, area, or activity in continuously sound condition, as defined by approved standards.

Major employer. An entity that employs at least one hundred or more full-time equivalent employees at a work site (within or outside of Barstow) during a twenty-four-hour period for at least six months during the year.

May. To offer the possibility but not the probability or promise of a certain commitment of resources or support; associated with action or activity that is often desirable and allowed, but implementation of such action or activity is often conditional.

Micromobility. Transportation using lightweight vehicles such as a bicycle, electric bicycle, or motorized scooter, whether owned, borrowed, or rented.

Minimize. To reduce something to the smallest amount or degree feasible.

Ministerial. An action taken by a governmental agency that follows established procedures and rules and does not require the exercise of judgment in deciding whether to approve a project.

Mitigation measures. Conditions imposed upon a project as part of the environmental clearance process with the intent of avoiding, or minimizing, to the degree feasible, the potential impact of the project on the environment.

Mixed use. Type of development which allows a combination of land uses within a single development. The land uses may be integrated into a single building and/or across multiple buildings on a single parcel or within a single project.

Monitor. To track the performance of a particular physical condition, activity accomplishment, or aspect of change, with a view toward using the results to inform future actions and commitments.

Mutual aid. Mutual aid is assistance that, based on a contractual agreement, is dispatched on an as-needed and requested basis between two emergency service departments, communities, or districts when an emergency occurs. It differs from automatic aid, which is dispatched automatically.

N

New development. Any construction of new buildings or construction of new structures that are the primary use, and any subdivision or change in zoning classification. Excludes remodels and additions where the new and/or improved square footage is below 10 percent of total square footage. Also excludes any square footage repaired exclusively due to compliance with Barstow Code and/or in response to damage from an accident, seismic activity, or weather-related event.

Nonmotorized transportation. This term is often interchangeably used with active transportation. It typically includes walking, bicycling, and variants such as small-wheeled transport (skates, skateboards, push scooters and hand carts) and wheelchair travel.

Notify. To advise a specified party or parties regarding an event or change for which there is an obligation to inform or need to know.

O

Objective. A specific condition or state that is an intermediate step toward attaining a goal.

Open space. Space that is reserved, planned, designed, and intended for open-air recreational activities, visual relief from the urban environment, buffer adjacent uses, or to protect or provide natural areas, slopes, stormwater drainage, water ways, etc. Such areas contain little to no built structures except to further recreational activities or potentially serve as public infrastructure. Examples include, but are not limited to, parks, larger commercial plazas, manicured landscaped areas, and public facilities such as trail corridors, water channels, and formal buffers. When such areas are wholly contained in a single parcel, they are typically designated as Open Space or Public/Quasi-Public on the General Plan Land Use Map. Such areas may also be designated with other land use categories when they function within a parcel that contains other uses (e.g., an open space area serving as a buffer between two adjacent parcels).

Opportunity Zones. An Opportunity Zone is an area designated under the Tax Cuts and Jobs Act of 2017, where new investments, under certain conditions, may be eligible for preferential tax treatment. Opportunity Zones are an economic development tool—that is, they are designed to spur economic development and job creation in distressed communities.

Overdraft. The condition of a groundwater supply in which the average annual amount of water withdrawn by pumping exceeds the average annual amount of water replenishing the aquifer in any ten-year period, considering all sources of recharge and withdrawal.

P

Park and parkland. Publicly accessible sites that contain open space and/or recreational amenities that are owned and/or managed by the City of Barstow to support recreation and social gathering.

Partner. To join with another entity in conducting an activity or building a facility that would be mutually beneficial and add value more efficiently than if pursued independently; does not necessarily require financial commitments. Similar to *cooperate*.

Pascal. A unit used to measure an amount of pressure or stress; similar to pounds per square inch.

Peak particle vibration velocity (PPV). Refers to the movement within the ground of molecular particles (not surface movement) and is used as a metric to assess the propensity for physical damage from ground vibration.

Pedestrian-oriented development. Urban design that provides clear, comfortable, and safe pedestrian access to an area and its surroundings, without reliance on a car.

Periodically. The action will take place or apply to future decisions at specified intervals or times.

Pipelines. Infrastructure that is used to transport gas or liquids over long distances for refinement or direct use. References to major pipelines are intended to address large transmission facilities, with segments that typically run dozens or even hundreds of miles and are part of a system that extends across entire subregions or even across state boundaries. Examples in Barstow include the CALNEV Pipeline (multiple products), Mojave Pipeline (natural gas), and PG&E Pipeline (natural gas). Local distribution gas lines that directly serve businesses and homes are not included in this definition.

Policy. A statement that guides decision-making and specifies public commitment. A policy defines and directs how the city intends to achieve goals.

Prevent. To keep a particular use, condition, activity, or circumstance from occurring; it does not imply complete (100 percent) avoidance or elimination.

Preserve. To maintain something in its original or existing state (verb). An area dedicated to the protection and conservation of biological resources and/or landscapes (noun).

Primary. As it relates to land use, the major activity for which a use or facility is intended.

Primarily. An activity or condition that applies the vast majority of the time, trips, instances, etc.

Prioritize. To intentionally direct discretionary investments or actions to one area ahead of other areas. The act of prioritizing is an ad-hoc process that considers a variety of relevant factors. State and federal law and agency requirements, court orders, and County- or City-declared emergencies take precedent over the prioritization direction in the General Plan.

Prohibit. To absolutely disallow something from happening or being built.

Promote. To actively stimulate the likelihood and desirability of something happening; does not require investing public resources in its direct development.

Proportion. Balanced relationship of the size of parts to each other and to the whole.

Protect. To shield from damage to people or property.

Provide. To make something available, typically to a community, organization, or business; it does not imply that the thing is being made available at no cost.

Proximity. Nearness in space or time. In the context of the General Plan, the term is most commonly used to refer to land or uses that are adjacent to and near other land or uses. Unless explicitly defined by drawn or described boundaries or metrics, the exact distance that defines proximity (or being “near”) shall be determined by the City of Barstow and may vary by context.

Public infrastructure. Capital facilities that are owned and maintained by public entities, including but not limited to: flood control, water, sewer, transportation, parks, law and justice, fire prevention and protection, public health, and facilities for parks, recreation, and other community services.

Q

[placeholder]

R

Recycled water. Water which, as a result of treatment of wastewater, is suitable for a direct beneficial use or a controlled use that would not otherwise occur and is therefore considered a valuable resource. A form of water reuse that includes primary, secondary and tertiary treatment of wastewater to produce water suitable for a variety of non-potable applications, most notably for landscaping irrigation and industrial uses. Recycled water is synonymous with “reclaimed water,” “Title 22 Water” (water that conforms to the Uniform Statewide Recycling Criteria), and “treated wastewater.”

Reflect. To embody or represent (something) in a faithful or appropriate way.

Region / regional. A geographic area; or pertaining to activities or economies at a scale greater than that of a single jurisdiction and affecting a broad geographic area.

Report. To provide public information on a subject or condition.

Require. To absolutely impose an obligation or standard.

Resilience/Resilient/Resiliency. Something that is or the ability to adapt to changing conditions and prepare for, withstand, and rapidly recover from disruption or disasters.

Respect. To give due regard for something or to hold something in high regard.

Restoration. To put back exactly to an original state.

Right-of-way (ROW). The legally granted access that a roadway, railroad, or other travel corridor or public facility can use. The right of way can extend beyond the asphalt in a street and include adjacent land.

S

San Bernardino County Transportation Authority (SBCTA). The regional entity responsible for cooperative regional transportation planning and furthering an efficient multi-modal system for jurisdictions in San Bernardino County.

San Bernardino Council of Governments (SBCOG). A regional cooperative of local governments that includes representatives from the county and incorporated cities and towns for the purposes of collaboration, addressing regional issues, and speaking to external entities with a collective voice.

Scale. Proportional relationship of the size of parts to one another and to the human figure.

Screen or screening. To use structure and/or vegetation to conceal or block something from the view of those in a public space (e.g., a public road) or in an adjacent private space (e.g., a home).

Sensitive land uses. Types of facilities that the California Air Resources Board recommends being protected from sources of air pollution. Sensitive land uses include residences, childcare centers, educational institutions, medical facilities, senior care facilities, and parks and recreation facilities.

Sensitive receptors. Sensitive receptor” means one or more of the following:

- A residence, including, but not limited to, a private home, apartment, condominium unit, group home, dormitory unit, or retirement home.
- A school, including, but not limited to, a preschool, prekindergarten, or school maintaining kindergarten or any of grades 1 to 12, inclusive.
- A daycare facility, including, but not limited to, in-home daycare.
- Nursing homes, long-term care facilities, hospices, convalescent facilities, or similar live-in housing.
- Hospitals, as defined in Section 128700 of the Health and Safety Code.

- Publicly owned parks, playgrounds, and recreational areas or facilities primarily used by children, except as follows:
 - o Parks and recreation areas included as a condition of approval for the logistics use development.
 - o Land that will be used to ensure the public's right of access to the sea, or other public access, pursuant to the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code) or McAteer-Petris Act (Title 7.2 (commencing with Section 66600)).
 - o Land developed at or adjacent to an airport or seaport for the express purpose of creating a buffer area between sensitive receptors and an airport or seaport facility.

Shall. Will always be carried out or required; no exceptions.

Shared parking. A land use strategy that optimizes parking capacity, reduces the amount of land developed, and promotes connectivity by allowing complementary land uses to share parking spaces, rather than producing or requiring separate spaces for separate uses.

Should. Will be carried out or required most of the time, unless a very good reason is identified why an exception is acceptable.

Social capital. An intangible resource that community members can draw upon to solve collective problems. It consists of social trusts, norms, and networks that can alleviate societal problems. Civic engagement encourages feelings of reciprocity between community members and facilitates coordination, communication, and collaboration. Social capital can also be understood by examining community events, organizations, facilities, and participants.

Sometimes. Will apply to future decisions under specified conditions or circumstances.

Southern California Association of Governments (SCAG). The metropolitan planning organization, representing six counties that undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California.

Specify. To establish distinct requirements.

Sphere of influence (SOI). The probable physical boundary and service area of a local agency, such as an incorporated city or town or a special district, as determined by the local agency formation commission (LAFCO). SOIs are planning tools used to provide guidance for individual proposals involving jurisdictional changes, and are intended to encourage the efficient provision of organized community services and prevent duplication of service delivery. A territory must also be within a city or district's SOI in order to be annexed.

While a city/town SOI can include both incorporated and unincorporated lands, the unincorporated lands remain within the jurisdictional control of the county until such time that the land is annexed into the city/town. A city/town is obligated to consider its unincorporated SOI in its general plan, although the county's planning authority remains in place.

Standard. A specific, often quantified guideline, defining the relationship between two or more variables. Standards can often directly translate into regulatory controls.

Streetscape. The scene as may be observed along a public street or way composed of natural and manmade components, including buildings, paving, planting, street hardware, and miscellaneous

structures. Examples of streetscape elements include roadways, medians, sidewalks, street furniture, crosswalks, signs, open space, and landscaping, among many other factors.

Strive. To make great efforts or devote serious effort to achieve or obtain something.

Structured parking. Parking area provided within a structure that is below-, at-, or above-grade in a manner such that vehicles are largely or entirely obscured from view from the public right-of-way. Also commonly referred to as parking garages.

Subsidence. The gradual, local settling or sinking of the earth's surface with little or no horizontal motion. Subsidence is usually the result of gas, oil, or water extraction, hydro compaction, or peat oxidation, and not the result of a landslide or slope failure.

Sufficient buildable area. Able to conform to current development standards and requirements from local, state, and federal agencies.

Supplemental. Activity or support that is intended to serve or assist a larger effort, primary use, or broader objective. Although generally small in terms of frequency and/or magnitude, supplemental activity or support can be extremely important.

Support. To provide assistance or promotion; see encourage.

Surface rupture. A break in the ground's surface and associated deformation resulting from the movement of a fault.

Sustainable. Able to use a resource or conduct activity at a desired rate or level without depleting resources (e.g., financial or natural) to a point where others cannot rely upon or use them in the future; in some context the term can refer to the long-range viability of the environment, economy, and social equity (referred to as "the three E's of sustainability").

T

Tax increment financing. Tax increment financing works by freezing tax revenues from a tax rate area in the interim base year and diverting forecasted tax revenue in future years (known as increment) to pay for improvements and/or pay back bonds.

Traffic calming. Changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through traffic volumes in the interest of street safety, livability, and other public purposes.

Traffic control devices. Signs, signals, or pavement markings (permanent or temporary), placed on or adjacent to a travel way by authority of a public body having jurisdiction to regulate, warn, or guide traffic.

Transit-oriented development (TOD). A mix of buildings and land uses, typically within a quarter-mile walking distance of light rail stops or high frequency bus stops. Transit oriented developments commonly contain convenient shopping, office, restaurant, service commercial, and entertainment uses for transit riders.

Transportation demand management (TDM). Strategies that influence long-term travel choices and behaviors. TDM's goal is to improve mobility and decrease negative impacts such as traffic congestion and air pollution. TDM strategies can include: ridesharing, providing commuter subsidies, promoting walking and biking, and encouraging flexible work schedules.

Travel way. A generalized term that refers to any path of land travel, including roads, freeways, bikeways, pedestrian routes, railroad, etc.

Truck traffic, truck trips, or trucking-intensive business. In the context of defining truck traffic or a trucking-intensive business, a truck is a vehicle identified by the Federal Highway Administration (FHWA) as Class 5 or higher, with the exception of dually trucks and recreational vehicles. See also vehicle classification.

A trucking-intensive business is a permitted use in which the use of trucks (Class 5 or higher) is the basis for the use's primary activities. Examples include container storage or parking, hazardous materials or waste facilities, truck-based logistics or warehouse facilities, and truck yards. Container storage or parking where the majority of onsite movement of containers is conducted by zero-emission equipment are not considered a trucking-intensive business. However, simply having onsite electric vehicle charging (for any vehicle class) does not exempt a use from being considered a trucking-intensive use.

Uses that are served by trucks (Class 5 or higher) purely for the purposes of routine deliveries, incidental activities, or supplemental support are not considered trucking-intensive businesses. Examples include supermarkets, schools, business parks, research and development facilities, railroad tracks, and rail facilities where the vast majority of activity is related to non-truck activity and/or purpose.

U

Upstream issues. Conditions, such as food insecurity, that exist prior to and contribute to a person's undesirable medical, social, financial, or legal circumstance.

Urban. Development patterns characterized by higher density residential and/or nonresidential development served by frequent transit service and public infrastructure.

Utility hardware. Devices such as poles, crossarms, transformers, and vaults, gas pressure regulating assemblies, hydrants, and buffalo boxes that are used for water, gas, oil, sewer, and electrical services to a building or a project.

V

Vacancy rate. The percentage of unoccupied housing units in a jurisdiction. Vacancy rates usually differ according to tenure and housing type.

Value. A shared asset, principle, standard, social more, and in the judgment of the community, what is important in the lives of its residents and businesses.

Vast majority. Something that occurs or applies most of the time, much more than simply 51 percent of the time. A broad rule of thumb is that the vast majority is at least three-quarters of something (e.g., trips, time, square feet).

Vehicle classification. The following classifications are subject to change based on regulations and guidelines established by the Federal Highway Administration (FHWA).

- Class 1 and 2 vehicles are considered light duty and weigh up to 10,000 pounds, with common examples including cars, SUVs, pickup trucks, and small delivery vans.
- Class 3 and 4 vehicles are considered medium duty and weigh between 10,000 and 16,000 pounds, with common examples including medium- or larger-size box trucks and delivery vans.
- While Class 5 vehicles are also considered medium duty, Class 5 vehicles represent a weight, carrying capacity, and type of vehicle that exerts a greater impact on the wear and tear on public roadways, require longer stopping distances, and are also associated with construction and fleet vehicle work that is also accompanied by greater levels of noise, vibration, and emissions (with the vehicle itself and/or the associated land use). Class 5 vehicles weigh between 16,000 and 19,500 pounds and typically include larger box trucks and walk-in vans as well as bucket trucks (e.g., electrical or telecommunication company service vehicles).
- Class 6 vehicles are considered medium duty but weigh between 19,500 and 26,000 pounds, with common examples including a school bus and beverage delivery truck.
- Class 7 and 8 vehicles are considered heavy duty and weigh more than 26,000 pounds, with common examples including a refuse truck, truck tractor (semi-truck), and cement truck.

Vehicle Miles Travelled (VMT). Vehicle miles traveled is a unit of measurement that tracks the total distance traveled by all passenger vehicles in a specific area over a set period of time, usually a year. VMT is used in transportation planning because it can indicate travel demand and behavior.

Vibration. Continuous quick, slight shaking movement. The level of vibration represents how much the ground or a structure is moving. Vibration expressed in vibration decibels (VdB) is used to in the context of the human perception of vibration. The threshold of human perception to vibration is approximately 65 VdB. See also *peak particle vibration*.

Vibration-sensitive use. Categories of land uses and buildings where excessive vibration would interfere with interior operations, occupants' sleep, or primary daytime activities.

Vulnerable population or community. Populations or communities that experience heightened risk and increased sensitivity to natural disasters, emergencies, or severe weather events or conditions; and have less capacity and fewer resources to cope with, adapt to, or recover from such events or conditions.

W

Warehouse. A centralized building where goods are stored for later distribution, typically served primarily by Class 5 or larger trucks. Commercial businesses that sell directly to retail customers and are primarily accessed by Class 1, 2, and 3 vehicles (e.g., Costco) are not warehouse uses.

X

[placeholder]

Y

[placeholder]

Z

Zoning. The division of a jurisdiction by legislative regulations into areas (aka land use zoning districts), which specify allowable uses for real property and size restrictions for buildings within these areas



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The Hub of the West