



Housing Policy Development
Received on: AUG - 5 2016

August 2, 2016

Department of Housing and Community Development
Division of Housing Policy Development
P.O Box 952053
Sacramento, CA 94252-2053

RE: Barstow General Plan Annual Report and Annual Housing Element Progress Report - 2015

To Whom It May Concern:

Pursuant to California planning law (Government Code Section 65400(b), please find enclosed a copy of the City's General Plan Annual Progress Report and Annual Housing Element Progress Report for your records. These reports cover the 2016 calendar year. The documents were reviewed by the City Planning Commission on July 11, 2016. On August 1, 2016, the City Council reviewed the reports and recommended they be forwarded on to the State.

Consistent with state law, I have also forwarded a copy of each report to the Governor's Office of Planning and Research for their records. I trust this satisfies your requirements for another year. Should you have any questions or need additional information, please do not hesitate to contact me at (760) 255-5152.

Sincerely,

Michael Massimini
City Planner

BARSTOW GENERAL PLAN ANNUAL PROGRESS REPORT

2015



**PREPARED BY THE CITY OF BARSTOW COMMUNITY DEVELOPMENT
DEPARTMENT**

**REVIEWED 07/11/2016 BY THE BARSTOW PLANNING COMMISSION AND
RECOMMENDED FOR APPROVAL BY THE BARSTOW CITY COUNCIL**

**REVIEWED AND APPROVED ON 08/01/2016 BY THE BARSTOW CITY
COUNCIL, TO BE FORWARDED TO THE GOVERNOR'S OFFICE OF
PLANNING AND RESEARCH AND TO THE DEPARTMENT OF HOUSING AND
COMMUNITY DEVELOPMENT**

ANNUAL REPORT ON THE STATUS OF THE GENERAL PLAN

INTRODUCTION

Government Code Section 65400(b) requires each City and County with an adopted General Plan to provide an annual report to the legislative body on: (1) The status of the plan and progress in its implementation; (2) the progress in meeting its share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing. (3) The degree to which the approved General Plan complies with specified guidelines for the preparation of the mandatory elements of the General Plan; and (4) the date of the last revision to the General Plan. This annual report is a working document that provides information on the specific direction of the City of Barstow and it is a tool to alert the City of potential revisions that may be required in the future. This document serves these purposes for the City of Barstow.

The last General Plan Annual Progress Report was presented to the Planning Commission on April 23 and May 14, 2012.

TABLE OF CONTENTS:		Page:
GENERAL PLAN ELEMENTS		7
ACTIONS COMPLETED OR INITIATED IN 2015		9
ACTIONS IMPLEMENTING THE GENERAL PLAN		
I.	LAND USE ELEMENT	10
II.	CIRCULATION ELEMENT	16
III.	HOUSING ELEMENT	20
IV.	NOISE ELEMENT	28
V.	RECREATION, CONSERVATION AND OPEN SPACE ELEMENT	30
VI.	SAFETY ELEMENT	39

BARSTOW GENERAL PLAN

The last comprehensive amendment to the General Plan was adopted in 2015. The Housing Element was also updated in 2015 to cover 2014-2021.

The Planning Commission reviewed the last General Plan Annual Progress Report on April 23, 2012 and May 14, 2012.

GENERAL PLAN ELEMENTS

State law requires that a General Plan contain seven mandatory elements. The Barstow General Plan has six elements, which individually and collectively meet the General Plan content requirements as specified by State law, and the guidelines to implement the General Plan.

The six elements, with a brief discussion of each, are as follows:

I. Land Use Element:

The Land Use Element is the central element of the General Plan and corresponds with the *State mandated Land Use Element*. This element guides the physical development of the City and its appearance, establishing land use designations on all territory within the City limits as well as the City's Sphere of Influence. This element was comprehensively amended, with the rest of the general plan, in 2015.

II. Circulation Element:

The Circulation Element addresses the *State mandated Circulation Element* and contains information on circulation and transportation, including motorized and non-motorized (pedestrian, bicycle, etc.) transportation, roadway classifications, and key issues that will be necessary to support the development envisioned by the Land Use Element. This element serves as a guide for public improvements in the City, identifying the general location and the extent of existing and proposed roadways, highways, railroads, and transit routes.

III. Housing Element:

The Housing Element meets *State mandated requirements for a Housing Element* and contains provisions for housing development. The Housing Element identifies the existing and projected housing needs of the community and establishes goals, policies, objectives, and programs for the preservation, improvement, and development of housing to meet the needs of all economic segments of the community. Of the seven mandatory elements, the Housing Element is the only one that requires review by the State for confirming compliance with State housing law. This element was adopted in 2015, and was certified by the State Department of Housing and Community Development as being in compliance with housing law.

IV. Noise Element:

The Noise Element meets the State mandated Noise Element requirements, and examines the risk from this hazard to the community. The Noise Element examines noise sources and provides information concerning land use policies to encourage noise compatible uses and to aid in the establishment and subsequent enforcement of a local noise ordinance.

V. Resource Conservation and Open Space Element:

The Resource Conservation and Open Space Element combines the State mandated Conservation Element and the Open Space Element. This element addresses the identification, conservation, development and use of natural resources including water, soils, wildlife and mineral resources, biological and cultural resources, as well as air quality and green building design. This element also contains provisions which address recreational areas, sites and factors relative to open space. The Resource Conservation and Open Space Element details policies and measures for the preservation of open space, for the management of outdoor recreation, and for recreational facilities and programs within the planning area.

VI. Safety Element:

The Safety Element meets the State mandated Safety Element requirements, and examines the risk from these hazards to the community. The Safety Element establishes standards and plans for protection from a variety of hazards including fire, earthquake hazards, and flooding, and includes discussion of emergency services. This element also examines noise sources and provides information concerning land use policies to encourage noise compatible uses and to aid in the establishment and subsequent enforcement of a local noise ordinance.

ACTIONS COMPLETED OR INITIATED IN 2015

The following activities have been completed, initiated, implemented or processed by the City of Barstow in 2014-2015 that relate to General Plan policies and/or mitigation measures. These activities are categorized by the General Plan element they relate to and assist in implementation. Many policies and mitigation measures contained within the General Plan are on-going in nature and are not listed below.

The City's corporate limits are approximately 41 square miles in area, and the designated Sphere of Influence adds approximately 143 square miles.

The Planning Commission reviewed and recommended adoption of the Measure I CIP Plan on October 12, 2015. The City Council approved the Plan on October 19, 2015.

Other specific actions pertinent to certain General Plan elements, goals and/or policies are noted below:

Housing Element:

The Housing Element is a mandatory element of the general plan, but must be approved by the California Department of Housing and Community Development (HCD). The Housing

Element also has mandatory updates different than the General Plan. HCD amended the due dates to align with the release of the Regional Housing Needs Assessment (RHNA) numbers (every eight years instead of five years). The previous Housing Element was updated in 2010 covering the years to 2014. As part of the adoption of the Housing Element, the City was required by HCD to adopt ordinances for Second Dwelling Units (adopted July 20, 2009), Reasonable Accommodations (adopted May 2, 2011), Special Housing Needs (including emergency shelter, transitional and supportive housing), and Density Bonus. Most recently, the City updated the Housing Element (in conjunction with the General Plan) in 2015 for the 2014-2021 housing cycle.

General Plan:

The prior comprehensive General Plan update was in 1997. The General Plan is basically a 20-year plan, with a comprehensive update usually every 10 years, although this is only a guideline based on interests or specific needs. The City recently completed a comprehensive update in 2015. Multiple bills were passed including AB 32 (the Global Warming Solutions Act), and SB 375 (an anti-sprawl bill) that have been incorporated into the General Plan to discuss measures to reduce the greenhouse gas emissions in the city, and SB 244 that requires the inclusion of disadvantaged neighborhoods adjacent to proposed annexations. State law requires that all elements of the General Plan be internally consistent.

California Environmental Quality Act (CEQA) Guidelines:

The last update to the Guidelines was in 2000. The City has continued to stay current on the Initial Study as well as implementing the current CEQA State Guidelines.

ACTIONS IMPLEMENTING THE GENERAL PLAN

I. LAND USE ELEMENT GOALS, POLICIES AND STRATEGIES

GOAL 1: Foster and Promote a well- planned, orderly development pattern that enhances community values, and assures development and maintenance of adequate infrastructure.

POLICY 1.A: The City shall maintain a land use map that assures a balance of residential, commercial, industrial, open space and public lands.

STRATEGY 1.A.1: The City shall maintain an inventory of remaining capacity of all General Plan land use classifications and recommend to the City Council, as needed, changes in land use designations to maintain a balance of available land uses within the planning area.

Responsible Parties: Planning Staff, Planning Commission

Action: The City adopted a revision to the Zoning Ordinance to be consistent with the recently amended General Plan. Since that time, no new residential development has been initiated. In addition, neither the General Plan nor zoning map has been amended that would reflect any change in land uses since the comprehensive amendments. The inventory remains the same as when the General Plan (including Housing Element) was adopted on February 17, 2015, and the zoning ordinance (including the zoning map) on July 20, 2015.

STRATEGY 1.A.2: The Zoning Ordinance and accompanying map shall directly correspond to General Plan land use designations, and shall remain consistent with the General Plan.

Responsible Parties: Planning Staff, Planning Commission, City Council

Action: On July 20, 2015, the City Council adopted the zoning ordinance and accompanying zoning map to be consistent with the recently amended General Plan Land Use Map. Any future changes would require an amendment to the zoning ordinance map, and if inconsistent with the General Plan, would require a general plan amendment as well. Should that happen, the City would ensure that adequate housing opportunities are available.

POLICY 1.B: Encourage the creation of integrated specific or master planned communities that encompass a range of land use types.

STRATEGY 1.B.1: Prepare Specific Plans for the lands located along L Street between I-15 and Main Street as well as for the Route 66 Historic District along Main Street.

Responsible Parties: Planning Staff, City Engineer, Planning Commission

Action: On December 16, 2013, the City Council adopted Resolution #4737-2013, adopting the Spanish Trail Specific Plan. The City and project proponent are working with the State for the acquisition of excess Caltrans right-of-way to enhance the development with park lands.

In May 2015, in cooperation with Southern California Association of Governments (SCAG), a contract was issued for the preparation of the Barstow Downtown Specific Plan along Main Street from Interstate 40 to Highway 58. This plan is still in the process of development with an anticipated completion date of end of July 2016. The project is on-schedule for completion.

STRATEGY 1.B.2: Provide guidance to land owners and developers interested in pursuing the approval of specific plans or master planned communities.

Responsible Parties: Planning Staff, City Engineer, Planning Commission

Action: *As indicated under Strategy 1.B.1, above, the City Council adopted the Spanish Trail Specific Plan. The City assisted the project proponent with the adoption of the plan and is also working with the State to acquire excess Caltrans right-of-way that will enhance the proposed development with park lands.*

GOAL 2: The City seeks to ensure an aesthetically pleasing appearance to the community that will maintain and enhance property values throughout the planning area.

POLICY 2.A: Pursue landscape and streetscape enhancements, particularly at key gateways to the community and in the vicinity of significant historical, commercial and public use areas.

STRATEGY 2.A.1: Work with property developers to incorporate landscape and streetscape enhancements into the design and implementation of land development projects.

Responsible Parties: Planning Staff, Planning Commission

Action: *The City's landscape ordinance requires that landscaping be installed for all new development. Additionally, the City is working with Caltrans and the Spanish Trail property owners to establish some park lands, including landscape enhancements, at the intersection of Avenue "L" and West Main Street. The City continues to work with all new developments to meet the landscaping requirements established.*

STRATEGY 2.A.2: Design and install landscape and hardscape gateway improvements at I-15 and L Street; I-15 and Barstow Road; I-40 and Montara Road, and at both the eastern and western entrances to the Route 66 Historic District along Main Street.

Responsible Parties: City Engineer, Planning Staff, Public Works Staff, Planning Commission

Action: *As noted above, the City is working to acquire land from Caltrans at the intersection of Avenue "L" and West Main Street. This land will be used for park lands, including thematic landscape. The City has also worked with contractors to develop gateway plans City-wide. More recently, the City (in cooperation with SCAG) have granted a contract to prepare a specific plan along the Main Street (Historic Route 66 Corridor, AKA, Barstow Downtown Specific Plan) to take advantage of its historic nature. This includes additional hardscape treatment and signage.*

POLICY 2.B: Aggressively enforce Municipal Code provisions and Use Permit Conditions pertaining to maintenance of private property and the abatement of public nuisances.

STRATEGY 2.B.1: Regularly and periodically conduct city-wide field inspection to ensure conformance with Municipal Code and Use Permit Conditions.

Responsible Parties: Planning and Code Compliance Staff

Action: *The Planning Department and Code Compliance division have been actively enforcing code compliance and conditions of approval for conditional use permits. A regular report is prepared for the Planning Commission on the status of active conditional use permits.*

STRATEGY 2.B.2: Conduct a review of existing municipal ordinances relating to the maintenance of private property to ensure their comprehensiveness and the sufficiency of penalties for non-compliance.

Responsible Parties: City Council Rules and Policies Committee, City Staff

Action: *The Municipal Code (Code) has recently been updated. As changes are necessary, it is discussed with staff and the Rules and Policies Committee prior to the actual*

amendment. The Rules and Policy Committee meet monthly to discuss necessary changes to the Code.

POLICY 2.C: The City shall encourage quality design in all development projects and shall encourage the enhancement of existing developed properties.

STRATEGY 2.C.1: The zoning provisions of the Municipal Code shall include design guidelines for all land use types that enunciate the City's requirements and expectations.

Responsible Parties: Planning Staff, Planning Commission, City Council

Action: *In April 2014, the City adopted the Design Guidelines Ordinance to address the quality design of all projects. This is implemented for all new developments, regardless of type.*

STRATEGY 2.C.2: The City shall pursue funding sources to provide incentives for renovation, rehabilitation and upgrading of existing residential, commercial and industrial land uses.

Responsible Party: Community Development Department

Action: *Staff remains vigilant in seeking out potential funding sources but has not, as of yet, identified sources suitable for implementation.*

GOAL 3: Improve the downtown core as a viable and attractive destination for tourists.

POLICY 3.A: Encourage land uses within the Downtown Business and Cultural District that are conducive to the promotion of tourism while discouraging uses that are not so conducive.

STRATEGY 3.A.1: Pursue the relocation of museums currently occupying city-owned facilities, as well as military, space and automobile-oriented and other museums and cultural attractions to the Downtown Business and Cultural District.

Responsible Party: City Manager and/or designee(s)

Action: *Preliminary discussions with a number of museums have taken place and are expected to intensify upon completion of the Specific Plan for the Downtown Business and Cultural District.*

STRATEGY 3.A.2: Consider the creation of incentives for tourist-oriented businesses, such as cafes and gift shops, to locate within the Downtown Business and Cultural District.

Responsible Parties: Assistant City Manager, Economic Development and Planning Manager

Action: *As noted elsewhere, the City is currently working on a specific plan for the Historic Route 66 corridor from Interstate 40 to Highway 58 (Barstow Downtown Specific Plan). This corridor has been segmented into four districts, one being the Downtown District. This has been discussed with the contractor to include this into the specific plan. The specific plan should be completed by July 2016.*

STRATEGY 3.A.3: Formulate and implement land use restrictions preventing further proliferation of incompatible uses within the Downtown Business and Cultural District while considering the creation of incentives for existing incompatible uses to relocate to other parts of the City.

Responsible Parties: Economic Development and Planning Manager, Planning Staff

Action: *The first step of this process is the development of the specific plan which is currently under development. Upon identifying the land uses, then the next steps can be implemented. However, it is too early to identify those next steps as it will probably be another 6 months to a year before the process to relocate are identified.*

POLICY 3.B: Enhance the visibility and notoriety of Barstow's Route 66 Main Street as the longest remaining active Main Street along the entirety of the Route 66 Business Corridor.

STRATEGY 3.B.1: Prepare and implement a comprehensive marketing strategy for the Downtown Business and Cultural District and the Route 66 Business Corridor.

Responsible Parties: Public Information Officer, Economic Development and Planning Manager

Action: The City, in cooperation with SCAG, contracted with a consultant to prepare a specific plan along the Route 66 Corridor. The contract was issued in May 2015. The Specific Plan, known as the Downtown Business and Cultural District, is in draft form and scheduled for adoption in summer 2016.

STRATEGY 3.B.2: Pursue funding support for the implementation of initiatives identified in the Route 66 marketing strategy.

Responsible Parties: Community Development staff; Economic Development and Planning Manager

Action: The City has not pursued any such funding for 2015. Efforts to escalate funding will follow with the completion of Downtown/Route 66 Corridor Specific Plan.

GOAL 4: Enhance the Prosperity and Economic Vitality of Barstow

POLICY 4.A: With regard to commercial development the City shall pursue a two-pronged strategy, focusing on a) inducing visitors to spend more time and money in Barstow; and b) developing commercial uses that address underserved markets within the community.

STRATEGY 4.A.1: Approve and implement the Spanish Trail Specific Plan on lands located along L Street between I-15 and Main Street.

Responsible Parties: Community Development Staff; Assistant City Manager, Economic Development and Planning Manager

Action: The Spanish Trail Specific Plan has been adopted (Resolution #4737-2013) on December 16, 2013. City staff has been working with the project proponent and Caltrans to acquire excess Caltrans right-of-way to enhance the development prior to commencement of development. This includes the relocation of the Caltrans Park and Ride facility located just north of Interstate 15 and just east of Avenue "L".

STRATEGY 4.A.2: Encourage the development and expansion of retail establishments serving markets that have been identified by the April 2012 Retail Site Assessment as having surplus demand, including furniture and home furnishings, electronics and appliances, sporting goods, hobby, books and music stores and health and personal care services.

Responsible Parties: Community Development Staff, Assistant City Manager, Economic Development and Planning Manager.

Action: Recently added retail include Harbor Freight, Big 5 Sporting Goods, Choice Medical Group and several personal care businesses, including tanning salons and spas. Marshall's began seeking a site in 2015, and plans were recently submitted for the renovation of a suite in an existing retail center.

STRATEGY 4.A.3: Increase the attractiveness of the Route 66 Historic District as a tourist destination.

Responsible Parties: City Manager, City Council, Community Development Staff

Action: The adoption and implementation of the Barstow Downtown Specific Plan will promote the Route 66 as a tourist attraction. Architecturally significant signage, wayfinding, historical information, etc. will be incorporated into the corridor to highlight the Historic Route 66 era. The improvements will encourage tourists to stop, visit, take photographs, and visit the local shops.

POLICY 4.B: Expand opportunities for well-paying jobs by growing and diversifying the City's industrial workforce.

STRATEGY 4.B.1: Actively pursue development of the Barstow Industrial Park.

Responsible Parties: Assistant City Manager, Economic Development and Planning Manager

Action: Utilities have been extended to the Barstow Industrial Park and staff continues to work with property owners to respond to inquiries from prospective locatees.

STRATEGY 4.B.2: Consider strategies geared toward fostering homegrown industries such as the creation of a community development corporation.

Responsible Party: Economic Development and Planning Manager

Action: A marketing firm has been hired to sell the City-owned Barstow Business Park with emphasis on homegrown industries.

GOAL 5: Expand the range of cultural, aesthetic and recreational opportunities available to city residents and prospective visitors.

POLICY 5.A: Encourage the establishment and expansion of museums, art galleries and sites of historical interest at designated locations within the city.

STRATEGY 5.A.1: Pursue the relocation of existing museums to the Route 66 Historic District and, with the cooperation of Goldstone, Ft. Irwin and the Marine Corp Logistics Base, establish space and military museums within the District.

Responsible Parties: City Manager, Assistant City Manager, City Council

Action: See Strategy 3.A.1 above.

STRATEGY 5.A.2: Establish a formal working partnership with Barstow Community College in the operation of its newly completed Performing Arts Center.

Responsible Parties: City Manager, Economic Development and Planning Manager

Action: A two-year partnership agreement was approved in 2014.

POLICY 5.B: Work with entities such as the Bureau of Land Management, the National Parks Service and the State Lands Commission to increase public awareness and utilization of sites of historic interest.

STRATEGY 5.B.1: Pursue designation and signage of portions of the Old Spanish Trail that traverse Barstow by the National Parks Service.

Responsible Party: Economic Development and Planning Manager

Action: Discussions begun with the Bureau of Land Management and other interested groups/agencies. Efforts will intensify following site assembly in the Spanish Trail Specific Plan area.

STRATEGY 5.B.1: Seek financial support from state and federal agencies toward the enhancement and marketing of the Route 66 Historic District.

Responsible Parties: Assistant City Manager, Economic Development and Planning Manager

Action: In May 2015, the City was issued a grant for the development of the Barstow Downtown Specific Plan along Main Street from Interstate 40 to Highway 58. This is being done in cooperation with SCAG and will also lay the groundwork for grants to implement the Plan.

GOAL 6: The City shall consider supporting annexation of unincorporated lands to the extent that such annexations would consolidate and improve services, accommodate anticipated population growth, improve the range and diversity of the City's housing stock, expand the property and sales tax bases and promote economic growth and prosperity.

POLICY 6.A: Seek the support of residents and property owners for a phased annexation of the currently unincorporated Barstow Heights area.

STRATEGY 6.A.1: Achieve annexation of lands east of A Street by 2017 and east of H Street by 2020.

Responsible Parties: Planning Staff, Planning Commission, City Council

Action: Thus far, residents have yet to express strong support for annexation, so City efforts in this regard have been minimal.

STRATEGY 6.A.2: Expand circulation and public utilities infrastructure to enhance the feasibility of annexation of the remainder of Barstow Heights at the earliest feasible date beyond the 2020 General Plan horizon date.

Responsible Parties: Community Development Staff, City Engineer

Action: Rimrock Road street and drainage improvements were completed in 2015.

POLICY 6.B: Annex lands adjacent to the city limits at such time as viable development proposals consistent with General Plan land use designations are submitted and approved.

STRATEGY 6.B.1: Review and approve development proposals on unincorporated city-adjacent lands and seek approval from LAFCo for annexation concurrent with their approval.

Responsible Parties: Planning Staff, Planning Commission, City Council

Action: At the time of this report, no development projects have been proposed to the City within the adjacent land surrounding the City. Upon submittal of any project proposal, the City will consider the possibility of annexation and its applicability to the General Plans policies.

STRATEGY 6.B.2: Expand circulation and public utilities infrastructure to enhance the feasibility of annexation and development of lands adjacent to the city limits.

Responsible Parties: Community Development Staff, City Engineer

Action: The City recently expanded some utilities to the Industrial Park area. In addition, a multi-agency effort was completed in 2015 that constructed a grade separation at Lenwood Road and the BNSF railway tracks near West Main Street. This increases the feasibility for development of the Industrial Park by bringing in the remaining utilities (sewer and water), and increasing the capacity of circulation (and eliminating the at-grade rail restriction that the commercial trucks have historically experienced at this location).

II. CIRCULATION ELEMENT GOALS, POLICIES AND STRATEGIES

GOAL 1: The City shall maintain and expand a safe, efficient and convenient circulation system.

POLICY 1.A: Continue to utilize Capital Improvement Program and Measure I funds to maintain and enhance the city's roadway network, retaining a minimum level of service of "C" along all roadways and at all intersections.

STRATEGY 1.A.1: Upon completion of the Rimrock Road, Montara Road and miscellaneous street improvement projects, identify additional roadway segments for enhancement and improvement.

Responsible Parties: City Engineer, Community Development Staff

Action: The City completed several streets in 2014 and 2015. In addition to the many streets completed, the City will be working on the next phase of street improvements within the Section 7 area of Barstow (that section from Agarita Avenue on the west to Monterey Avenue on the east, Interstate 15 to the north and Rimrock Road to the south.

STRATEGY 1.A.2: Continue to maintain and implement the City's Pavement Management Plan for complete asphalt concrete overlays or equivalent roadway improvements.

Responsible Parties: City Engineer, Community Development Staff

Action: The City initiated an aggressive street maintenance program beginning in 2013. As noted under the Action for Strategy 1.A.1 above, the City will be implementing the next phase of improvements during Calendar Year 2016-2017, continuing into the 2017-2018 calendar year.

POLICY 1.B: Endeavor to avoid facing residential properties onto arterial roadways.

STRATEGY 1.B.1: Locate the rear yards of residences along arterial roadways when residential development is proposed to abut such roadways in order to provide separation of residences from the roadway and to minimize vehicular conflicts.

Responsible Parties: City Planning and Community Development Staff

Action: In 2014, the City adopted an ordinance (Chapter 19.08) that prevents residences fronting on arterial roadways.

STRATEGY 1.B.2: Seek to acquire right-of-way from developers proposing residential uses along arterial roadways for pedestrian pathways and/or bicycle routes.

Responsible Parties: City Planning and Community Development Staff

Action: No residential development has been proposed since the writing of the General Plan.

POLICY 1.C: Pursue expansion of the City's roadway network to accommodate planned residential, commercial and industrial growth and to address existing system deficiencies.

STRATEGY 1.C.1: Construct a connector roadway between the Lenwood Road Outlet Malls and Barstow Heights.

Responsible Parties: City Engineer, Community Development Staff

Action: The General Plan identifies a connection from the Lenwood Road/Interstate 15 area to Barstow Road, with the first phase of the development (2020 timeline) connecting

Lenwood Road to Avenue "L". This roadway has been included in the City's Measure I implementation plan with project design scheduled to commence in 2019.

STRATEGY 1.C.2: Replace the First Street bridge.

Responsible Parties: City Engineer, Community Development Staff

Action: The City of Barstow Engineering Department has been working on the project. In 2014, the environmental document was released. No further action is reported at this time as it is pending comments. The scheduled start date is January 2018 and completion date is January 1, 2020.

STRATEGY 1.C.3: Upgrade Rimrock Road between H and L Streets and L Street between Rimrock Road and I-15 from secondary to primary arterial roadways.

Responsible Parties: San Bernardino County Transportation Department (unless annexed to the City)

Action: No change in status. The City continues to work with the San Bernardino County Transportation Department.

GOAL 2: Upgrade the appearance of freeway corridors and major gateways into the City.

POLICY 2.A: Pursue aesthetic enhancements of freeway sound walls.

STRATEGY 2.A.1: Add design elements such as decorative masonry, murals or city logos to existing freeway sound walls.

Responsible Parties: Community Development Staff

Action: Sound wall enhancement designs have been finalized and installation is expected to occur in 2017.

STRATEGY 2.1A.2: Treat sound walls with graffiti-resistant material to ensure complete removal whenever possible.

Responsible Parties: Community Development Staff

Action: The only sound walls currently in place are along the freeway corridors and are therefore under Caltrans control. The City is diligent in removing graffiti on the outside of the walls (facing away from the freeways), but have not coated the walls with any graffiti-resistant material. Caltrans removes the graffiti on the interior (facing the freeway).

POLICY 2.B: Provide visual enhancements at major gateways to the City.

STRATEGY 2.B.1: Design and install gateway signage and landscaping at the following locations:

- I-15 and L Street
- I-15 and Barstow Road
- State Route 58 and West Main Street
- I-15 and East Main Street

Responsible Parties: Community Development Staff

Action: The City is working with a land developer on the installation of a freeway oriented gateway sign in conjunction with the Spanish Trail Specific Plan. This sign will not only be a gateway sign, but also advertisement for the businesses within the Spanish

Trail Specific Plan area. Additional enhancements are proposed at the intersection of Avenue "L" (AKA, L Street) and West Main Street. Designs for gateway signs at I-15 and East Main Street and I-15 at Lenwood Road have been completed and these signs are expected to be installed in 2017. Gateway signage at the other listed locations are still in the design stages.

STRATEGY 2.B.2: Secure financial support for gateway enhancements from private developers and public entities such as the National Park Service, the Bureau of Land Management and the State Lands Commission.

Responsible Parties: City Manager, Economic Development and Planning Manager

Action: *As noted above, the City is working with a land developer for the installation of a freeway-oriented gateway sign in conjunction with the Spanish Trail Specific Plan project. This sign is located on City-owned property under a lease arrangement and is being constructed at the developer's expense.*

GOAL 3: Foster improved traffic flow and air quality by encouraging the use of non-motorized transportation, alternative fuel vehicles and multi-occupant vehicles.

POLICY 3.A: Encourage pedestrian travel by improving the means by which residents and visitors may walk throughout the community.

STRATEGY 3.A.1: An inventory of discontinuous sidewalks on all qualifying roadways shall be compiled and individual improvement projects shall be funded through the Capital Improvement Program to connect these sidewalks.

Responsible Parties: City Engineer, City Planner, Community Development Staff, City Council

Action: *The City had been working on an ADA Transitional Plan that included accessibility barriers, transition routes, pathways and safe routes to schools. A contract was issued in early 2016 to hire an Active Transportation Plan (ATP) Consultant in order to complete the inventory so the transitional plan can be completed.*

STRATEGY 3.A.2: Install pedestrian enhancements along and in the vicinity of the route of the Old Spanish Trail as designated on Exhibit C-2.

Responsible Parties: City Planner, Community Development Staff, City Council

Action: *Work has not been initiated on this at this time.*

POLICY 3.B: Establish a network of bicycle routes as illustrated on Exhibit C-2.

STRATEGY 3B.1: Endeavor to designate and install at least one segment of Class 1 bikeway (i.e. separate pathway running parallel to existing roadway) within the 2015 – 2020 time horizon of the General Plan.

Responsible Parties: City Engineer, Community Development Staff

Action: *As part of the ADA Transitional Plan, the ATP consultant hired in 2016 will establish bike pathways.*

STRATEGY 3.B.2: Provide striping of Class 2 bikeways along routes shown on Exhibit C-2.

Responsible Parties: Community Development Staff

Action: *As noted above, the ATP consultant will include bicycle routes.*

STRATEGY 3.B.3: Install signage along routes designated as Class 3 bikeways on Exhibit C-2.

Responsible Parties: Community Development Staff

Action: No action at this time. Sign locations will be established after the ATP consultant completes the studies.

POLICY 3.C: Encourage carpooling and the use of alternative fuel vehicles by city residents and employees.

STRATEGY 3.C.1: Construct at least one additional park-and-ride facility within the 2015-2020 time horizon of the General Plan.

Responsible Parties: California Department of Transportation in consultation with City Engineer, Community Development Staff

Action: No action has been taken at this time. There is one official park-and-ride facility located along Avenue "L" just north of Interstate 15. Unofficial locations include one near the cemetery (in the county), and various parking lots in commercial centers.

STRATEGY 3.C.2: Secure the installation of electric vehicle charging stations at City Hall and in conjunction with the development of major commercial and industrial land uses.

Responsible Parties: City Planner, Community Development Staff

Action: At the present time, it is not feasible to provide electric vehicle charging stations at City Hall as the electrical system would need to be upgraded. The City will continue to pursue the possibility to provide charging stations as part of a solar vehicle canopy system. The City adopted an Alternative Energy Ordinance in 2014 that offers parking incentives to commercial and industrial uses for the installation of electric vehicle charging stations. At this point in time, no development has taken advantage of this incentive.

An eight-vehicle EV charging station has been completed at Chili's in the Lenwood Road area and plans have been proposed for a second EV charging station at Quality Inn on East Main Street.

POLICY 3.D: Implement incentives outlined in Municipal Code Chapter 19.49 – Design Guidelines such as relaxation of parking requirements, density bonuses and exceptions to building height and lot coverage requirements in exchange for on- or off-site provision of bicycle racks and/or storage facilities, bikeways, electric vehicle charging facilities, designated pedestrian pathways or other design features designed to foster alternatives to single-occupancy, internal combustion engine driven vehicle use.

STRATEGY 3.D.1: Work with property developers and project designers to incorporate features identified in Policy 3D above into proposed development projects.

Responsible Parties: Economic Development and Planning Manager, City Planner

Action: In 2015, the City prepared a comprehensive update to the zoning ordinance that included a reorganization of the code. The above referenced Chapter is now Chapter 19.08 instead of 19.49. Anytime that a project is submitted, the project is reviewed in its applicability to the design guidelines established.

STRATEGY 3.D.2: Remain abreast of new developments and innovations pertaining to the mitigation of adverse traffic and air quality impacts associated with urban development.

Responsible Parties: Community Development Staff, City Planner, Planning Commission

Action: Projects of a size that may pose a significant impact are typically reviewed under an initial study that determines if there is a potential for impacts. Upon identification

of impacts, special studies may be required (i.e., traffic study, circulation study, etc.) to determine the impact, its significance, and what mitigations, if any, will reduce the impact to a less than significant level. Smaller projects, including most in-fill development, have already been considered under the original traffic design based upon typical zoning/land use impacts, and estimated build-out considerations, as part of the General Plan environmental impact report.

III. HOUSING ELEMENT GOALS, POLICIES AND STRATEGIES

GOAL HE-1: Provide a range of housing by location, type and price to meet the growth needs of the city.

Policy HE-1.1: Provide a variety of residential development opportunities in the City, ranging from large lot rural living, to single-family neighborhoods, to moderate density apartments as designated in the Land Use Diagram.

Strategy HE-1.1: The General Plan includes a wide variety of housing types. The infrastructure is conducive to this as some areas are remote with no or limited sewer access, so larger lots are necessary for the private systems. This does, however, provide for large lot rural living. In addition, the overall density of residential housing will increase as a result of higher allowable densities in the revised General Plan. As a result, the overall potential housing development in Barstow remains more than sufficient to meet projected housing needs. Following the General Plan update, the City will conduct a comprehensive revision to the Zoning Map and the zoning code to be consistent with the General Plan. This will ensure consistency between the documents and that a variety of housing types will be provided.

Action: *The comprehensive revision to the zoning code and Zoning Map was adopted July 20, 2015, becoming effective August 20, 2015. This part of the task has been completed. Any amendment to either the Zoning Map or the General Plan will likely require the amendment of the other.*

POLICY HE-1.2: Encourage the development of upper-end housing to provide opportunities for moderate and upper income employees in the City to reside in Barstow.

STRATEGY HE-1.2: The City has been encouraging upper-end housing for several years. However, during the housing boom of 2006, developers built primarily entry level homes, indicating that construction of higher price homes will occur during later phases. Unfortunately, the housing market crashed, and few new houses were constructed. Upper-end housing, at this time, is limited to custom homes.

Action: *The City continues to encourage the development of upper-end housing. According to the 5th Cycle RHNA estimates, the City has a higher demand for above moderate housing than any other.*

POLICY HE-1.3: Promote the use of favorable home purchasing techniques, including the City's Mortgage Assistance Program and preferential financing available through private lending institutions.

STRATEGY HE-1.3: As with other funding programs, the dissolution of the Redevelopment Agency seen an elimination of most of, if not all, monies available for such programs. The City continues to seek potential funding sources and hopes to re-introduce this and other programs to the community.

Action: At the time of this writing, no funding was identified. The City will continue to seek funding sources for the Mortgage Assistance Program.

POLICY HE-1.4: Encourage the development of rental housing units with three or more bedrooms to accommodate large families and address unit overcrowding in Barstow, particularly in the northern area of the City.

STRATEGY HE-1.4: In 2003 and 2006, two Tax Credit Allocation Committee (TCAC) apartment projects were built, each with 80 units. These projects receive TCAC funding for a period of 55 years. Between the two projects, there are 71 three bedroom, and 40 four bedroom units. Both of these projects are located north of Main Street (the base-line separating the northern section and southern section of the City). Two additional TCAC funded, large-family affordable housing projects are proposed on Montara Road, located in the southeast area.

Action: As of the writing of this report, no additional multi-family projects have been submitted, especially in the northern area of the City where either land or infrastructure (depending on location) is available that can support such a project (i.e., sewer and water). Although two additional projects have been proposed (as noted above), they have not been successful in acquiring TCAC funding.

POLICY HE-1.5: Encourage the development of housing for the elderly by offering incentives such as land write-downs on City-owned property and flexible development standards.

STRATEGY HE-1.5: The City has been working with potential developers to provide active senior housing on land currently owned by the City. Two locations in particular are located close to the Barstow Community Hospital and the Senior Citizens Center.

Action: Housing for the elderly is another target market that the City has been encouraging. Although it has been well received by the potential developers, nothing has been submitted at this time. The City remains optimistic that projects will be submitted focusing on the need of affordable elderly housing.

POLICY HE-1.6: Encourage the development of residential units which are accessible to handicapped persons or are adaptable for conversion to residential use by handicapped persons. Pursuant to State law, require apartment complexes with 20 or more units to provide a minimum of one handicapped accessible unit, with two units required for developments over 100 units.

STRATEGY HE-1.6: The City follows current state and federal laws for the implementation of the Americans with Disabilities Act (ADA). In addition, the City currently has one Certified Access Specialist (CASp) on staff to address the requirements of ADA at both the state and federal level. In 2011, the City amended its municipal code to include Reasonable Accommodations to the zoning chapter, ensuring that the public has the right to alter their residence for any necessary ADA requirements.

Action: The City never discriminated against the need for any modifications necessary for handicapped persons. However, following state laws, the City adopted the Reasonable Accommodations ordinance, with a no-cost application for the review of the proposed modifications. Since the inception of the ordinance in 2011, no applications have been submitted. The City will continue to work with individuals to accommodate their needs for any modifications necessary for access to their place of residence. In regards to multi-family units, the City Building Department reviews all plans to ensure compliance with ADA requirements.

POLICY HE-1.7: Allow for the development of second units in single-family zones subject to the availability of adequate infrastructure.

STRATEGY HE-1.7: In 2009, the City amended its Accessory Dwelling Unit ordinance to allow second dwelling units (subject to infrastructure support) to be approved administratively. Prior to this amendment, second units required a conditional use permit.

Action: Following state laws, the City amended its Accessory Dwelling Unit ordinance to allow second dwelling units subject to an administrative review instead of discretionary review. Since the adoption of the ordinance in 2009, no construction applications have been submitted.

POLICY HE-1.8: Permit the development of manufactured housing in all residential zones, pursuant to the City's manufactured housing ordinance.

STRATEGY HE-1.8: In the 1980's, state law required local agencies to permit manufactured housing in all residential zones. In 1989, the City amended its municipal code to address this state requirement.

Action: This is a requirement that was enacted as part of State Law in the 1980's. Since the adoption of the ordinance in 1989, the City has had five manufactured housing placed in the City. This is more of what has been proposed rather than from regulations. The last residential development occurred between 2013 and 2014, with 22 homes concluding Tract Map 10873. The developer chose to use conventional construction methods.

POLICY HE-1.9: Encourage the construction of planned residential developments in the City.

STRATEGY HE-1.9: Continue to work with developers to provide patio homes, townhomes, and other forms of planned residential developments that provide homes for working couples, families and senior citizens. Incentives for this may include small-lot subdivisions, reduced setbacks and other standards modifications.

Action: In 2015, the City adopted a comprehensive amendment to the zoning ordinance. In that amendment, the City reduced the minimum lot size, and in some instances, reduced the setbacks. Other options are also available to developers (such as a planned-unit development), but at this time, there is no new housing proposed due to the slow recovery of the market.

GOAL HE-2: Conserve and Improve Existing Housing

POLICY HE-2.1: Utilize the City's code enforcement program as the primary tool for bringing substandard units into compliance with City codes and for improving overall housing conditions in Barstow.

STRATEGY HE-2.1: The City's Code Compliance Division is active in patrolling the city, using the Nuisance Abatement Ordinance as the key mechanism in order to gain compliance of substandard units and properties. Additionally, Code Compliance and the Building Department respond to complaints pertaining to housing conditions. Any valid complaints are issued a correction notice with a time frame in which to correct the issue. Failure to correct the issue may result in fines and ultimately court action.

Action: The City's Code Compliance Division typically has more than 500 active cases at any given time. Although some cases are settled through court action, compliance is typically gained prior to the first fine. In worse case scenarios, the Building Official will cause an unsafe building to be tagged uninhabitable, requiring that the

property owner either remove the building or bring the building to safe standards prior to re-occupancy. This typically involves the temporary displacement of the tenants. However, the City refers them to areas that temporary housing is available until permanent housing is provided, or the necessary repairs made.

POLICY HE-2.2: Pursue the removal of abandoned substandard housing units in the City's flood prone areas.

STRATEGY HE-2.2: The City's first attempt to remove substandard housing units is via the property owner. For the City to remove abandoned housing units, it must go through a lengthy legal process. Ultimately, the City may sometimes have to acquire a court order to remove the structure that poses a safety hazard, placing a lien is placed on the property for the cost of the removal. In other circumstances, the City was able to acquire the property at fair market value in order to remove the abandoned substandard structure. This has occurred with respect to several homes in the Crooks/Pierce neighborhood along the Mojave River.

Action: The City continues to search for ways of funding such remediation if the property owner is unable or unwilling to address the problems.

POLICY HE-2.3: Encourage vigorous enforcement of the City's nuisance ordinance, along with other applicable codes, to promote property maintenance.

STRATEGY HE-2.3: The City's Code Compliance Division is actively patrolling the City to ensure that nuisances are identified and addressed. Each of the City's three compliance officers has a beat that they patrol. A number of nuisance violations are on-record, but typically the nuisances are eliminated by the notice of violation, without having to resort to fines and court actions.

Action: The City's Code Compliance Division has been very effective in addressing compliance with property maintenance and nuisance abatement. While they consistently have in excess of 500 active cases, compliance is typically completed prior to any fine being issued.

POLICY HE-2.4: Actively market single-family rehabilitation programs available through the City and County which provide financial assistance to lower income property owners.

STRATEGY HE-2.4: With the dissolution of the Redevelopment Agency, both the City and County have little to no financial assistance available to assist lower income property owners. However, upon the availability of funds, the City typically notifies the public in a number of ways including the internet (City's website), in the local newspaper, and potentially the local radio stations. Because of the lack of funding, no formal policy is in place at this time.

Action: No funding is available at this time. The City continues to search for any available funding programs.

POLICY HE-2.5: Provide information on County multi-family rehabilitation programs to owners of deteriorated apartment buildings.

STRATEGY HE-2.5: The City has a Housing Program Coordinator that works with the County on any program available for rehabilitation of residential. Based on a discussion with the Coordinator, the County also has limited funds due to the elimination of the Redevelopment Agencies and current economic conditions. The County has committed their remaining funds into its own housing projects, leaving little to no money available for the rehabilitation of

privately owned apartment buildings. Upon the availability of funds, the City will work with the County and property owners to rehabilitate deteriorating apartment buildings.

Action: The City continues to monitor the availability of funds. At this time there are no funding mechanisms available.

POLICY HE-2.6: Attempt to preserve rent-restricted housing in the City that is at-risk of converting to market rate housing by monitoring the prepayment status of projects and identifying financial and organizational resources available to preserve these units.

STRATEGY HE-2.6: The City currently has two, 80-unit deed-restricted projects, built in 2003 and 2006 on North Yucca Avenue. The City continues to work with two proposed additional deed-restricted large-family, affordable projects (72 and 73 units) on Montara Road, both located south of the existing Walmart retail center. These projects are TCAC funded and typically have a minimum 55-year commitment, so no deed-restricted units are currently at-risk. The two new projects are both by the same developer, proposing that one will be built first, followed by the second upon the TCAC approvals. The City will continue to work with any private developer to maintain and/or increase the amount of rent-restricted housing and maintaining any that are at-risk of converting.

The City also has one family type apartment complex, Virginia Terrace, that participates in the County Voucher program. Once a rent-restricted facility, their covenant expired in 2001.

The Housing Authority of the County of San Bernardino provides an additional 179 family housing units, and 40 senior housing units. These are scheduled to remain in perpetuity as long as the County owns the land.

Action: The City is willing to work with any housing developer. The two additional large-family developments mentioned above have not submitted lately for TCAC funding. It is undetermined at this time if they will in the future. If so, the City will work with them to accommodate the needs of the project to gain TCAC approval and to realize construction of the projects. No other rent restricted units have been proposed.

GOAL HE-3: Preserve and Enhance Neighborhoods

POLICY HE-3.1: Ensure that multi-family development is compatible in design with single-family residential areas and is consistent with the intensity and scale of existing housing.

Strategy HE-3.1: In 2014, the City adopted an ordinance establishing design guidelines. Among other things, the ordinance addresses compatibility with adjacent properties. This includes the "...stepping down the scale, height, and density of buildings at the edges of the development when surrounding neighborhoods are of lower density or smaller scale."

Action: Since the adoption of the ordinance in 2014, no multi-family residential development has been built.

POLICY HE-3.2: Regularly examine new residential construction methods and materials and upgrade the City's residential building standards as appropriate.

STRATEGY HE-3.2: The City is open to new types of construction methods. Any method approved by the Building Department must meet certain seismic, fire and other safety criteria. This is approached on a case-by-case basis. The City's new design ordinance particularly encourages the incorporation of energy-saving features in new residential development projects.

In 2014 the Barstow Unified School District increased school fees, charging the maximum allowable by state law. This dealt a potential setback for development. Prior to this, the school fees were set at \$0 as the schools have vacant sites that are not being utilized. The City, by contrast, has continued to hold developer impact fees to 33% of the total amount allowed under its impact fee schedule in an effort to encourage residential development.

Action: No single-family residential development has occurred since 2013.

POLICY HE-3.3: Prohibit new residential development from fronting on major arterial highways without adequate setbacks and buffering.

STRATEGY HE-3.3: The City of Barstow has approved some subdivisions in the past that front on major arterial roadways. This has caused some concern and the City no longer allows this. However, no formal code changes have occurred to address this. The City will amend the zoning ordinance (commonly referred to as Title 19) upon completion of the comprehensive General Plan amendment and will incorporate this into the amendment to Title 19.

Action: In 2014, the City adopted an ordinance, Design Guidelines, that addressed minimal design guidelines for all types of development, including residential. This ordinance included design guidelines for residential site planning, indicating that residences should front onto local streets, and not arterials.

POLICY HE-3.4: Ensure higher quality development standards in new mobile home developments as specified in the City's Mobile Home Subdivision zone, including compatibility with adjacent single-family neighborhoods.

STRATEGY HE-3.4: State law requires that all residentially zoned properties must allow mobile, or modular homes. However, the state did allow the City to require development standards. In 1989, the City amended its "Special Provisions" ordinance to establish standards for all residential development, including mobile homes. This establishes set-down criteria, as well as minimum width, eave overhang, window and door treatment, and skirting requirements. These requirements apply to all residential developments. In addition, the City recently (2014), adopted a "Design Guideline" ordinance to set additional development standards for all development. The City will continue to enforce these design codes.

Action: In 2015, the City completed a comprehensive amendment and reorganization of the zoning code. The Mobile Home Subdivision zone was removed as mobile home parks are permitted within the multi-family district, and because state law requires that cities allow manufactured homes in any residential district. Therefore, the need for the Mobile Home Subdivision zone was not necessary. In 1989 the City amended its "Special Provisions" ordinance to be consistent with the requirements of state law. Since that time, only five manufactured homes have been constructed. Based upon the City's observations, conventional construction is still preferred by the developers.

POLICY HE-3.5: Endeavor to ensure that housing constructed expressly for low and moderate income households not be concentrated in any single area of Barstow.

STRATEGY HE-3.5: The City has apartment zoned properties in several locations within the City. Although two large-family affordable projects were built near each other on North Yucca Avenue adjacent to the Main Street shopping centers and walk-in clinic, another two are proposed on Montara Road south of the Walmart center. The City does not dictate where low

and moderate income households are concentrated. The deciding factor is made by the developer based upon the availability of suitable land (i.e., acreage, services, and infrastructure) and other market-related factors.

Action: Since the writing of this Housing Element and General Plan, no new multi-family residential has been constructed. In 2013, twenty-two single-family units were constructed (some completing in 2014), to finish a tract map development. However, these were not constructed expressly for low income households. The selling prices indicate that the homes were at the lower end of the above-moderate housing price. No other housing has been built.

POLICY HE-3.6: Locate higher density residential development in close proximity to public transportation, services and recreation.

STRATEGY HE-3.6: The City has not seen high density development for several years. In the 1980's and 1990's, the City experienced an upsurge in apartment development, resulting in an excess supply of apartments. The latest apartment developments included two large-family affordable projects (2003 and 2006) and a market-rate apartment complex built in 2007. These projects were located near retail centers, with the last one near a public park.

Action: No new multi-family, or high density, residential development has occurred since 2007. The City cooperates with any developer. However, since the housing crash of 2008, very few residential of any kind has been proposed or completed.

POLICY HE-3.7: Prohibit housing development in areas subject to significant geologic, flooding, blow sand, noise and fire hazards.

STRATEGY HE-3.7: The most significant geologic hazards are identified as Alquist-Priolo hazard zones. The City has one within the City limits, and one adjacent to the City but within the planning area. These areas are restricted with no development permitted. In addition, areas impacting by flooding are discouraged for residential development, or appropriate measures must be taken such as increasing the pad height above the flood elevation. The areas most susceptible to blow sand have been zoned for industrial development. Noise impacts are minimized. However, there is no adequate method of eliminating the noise from the Santa Fe Classification Yard. For the most part, there is sufficient distance to minimize most noise from the yard. However, during certain events there is no mitigation possible.

Action: The most recent residential developments have been clear of the above noted hazards. No residential development has occurred since the adoption of the General Plan and Housing Element. When considering any residential development, the above mentioned hazards are considered.

POLICY HE-3.8: Accommodate new residential development which is coordinated with the provision of infrastructure and public services.

STRATEGY HE-3.8: This policy is, for all practical purposes, implemented by developers as the cost of infrastructure installation is expensive and borne by them. In addition, proximity to public services is a selling point. The City discourages what is termed "leap-frog development" in favor of infill development. In the previous General Plan there were no mechanisms in place to prevent leap-frog development other than the actual cost of extension of infrastructure, which in itself proved to be an effective mechanism for its prevention. The revised plan utilizes the Open Space and Interim Open Space land use designation in an effort to formalize its intent to develop in a compact fashion.

Action: As noted above, the General Plan Amendment included lands with the land use of Open Space and Interim Open Space. The Interim Open Space is for the future consideration of potential future development, but not within the planning period of the General Plan. The Open Space land use designation is geared towards long-term open space. This, as well as the cost of infrastructure extension, make it impractical to conduct leap-frog developments.

POLICY HE-3.9: Encourage the use of energy conservation devices and passive design concepts which make use of the natural climate to increase energy efficiency and reduce housing costs.

STRATEGY HE-3.9: In addition to following state energy guidelines and the aforementioned new local design ordinance, the City recently adopted an ordinance regarding alternative energy. This allows the installation of roof-mounted solar systems, and ground mounted solar systems (subject to certain criteria) via administrative approval of a building permit. In addition, the City has a water efficiency ordinance that limits the amount of lawn area while regulating summer-time watering times (avoiding the hottest times of the day where evaporation is highest).

Action: Although not the only reason for the success of solar, the City's Alternative Energy Ordinance (adopted in 2014) has proven beneficial. The City has seen a steady increase in the number of solar permits issued each year, as witnessed below:

Year:	Qty.:	Year:	Qty.:
2010	4	2014	113
2011	11	2015	141
2012	15	2016 (1 st ¼)	31
2013	86		

GOAL HE-4: Special Housing Needs

POLICY HE-4.1: Work with developers to encourage the provision of housing for seniors.

STRATEGY HE-4.1: Continue to offer city-owned property at reasonable prices to developers interested in providing senior housing.

Action: The City continues to promote the development of senior housing. The City has attempted to accommodate this need with incentives for some of the City owned property, including the old hospital. However, at this point in time there have been no successful projects.

POLICY HE-4.2: Continue to assist non-profit organizations in modifying their approaches to homeless assistance from service provision to transitional housing.

STRATEGY HE-4.2: In 2014 the City allocated over \$ 150,000 from its Community Development Block Grant program to assist New Hope Village in purchasing and renovating a 10-unit apartment building for use as transitional housing. Increasing movement of persons with development disabilities out of institutions requires new models of permanent supportive housing. Barstow is also exploring additional models for homeownership.

Action: This project was completed in 2015 at a cost of about \$220,000. As of this date, the apartment complex for transitional housing is 90% full – New Hope has one unit in the process of being completed for a veteran.

IV. NOISE ELEMENT GOALS, POLICIES AND STRATEGIES

GOAL 1: Provide an environment free of potentially hazardous sounds and noise.

POLICY 1.A: The City shall adhere to the State of California interior and exterior standards for desirable sound levels in various land use categories as shown in Table N-1.

STRATEGY 1.A.1: For projects that are expected to generate potentially harmful noise levels, conduct noise analyses and prepare projections and incorporate mitigation measures to ensure that exterior noise levels at property lines of sensitive noise receptors (eg. residential, institutional and open space) do not exceed 65 dBA.

Responsible Parties: Project applicants in consultation with City planning staff

Action: The City continues to analyze each project for its potential impact on sensitive receptors. Since the adoption of the General Plan, no projects have been submitted that would cause adverse impacts to sensitive receptors in regards to noise, beyond the construction phase. During construction phase, noise impacts are regulated by limiting the activities to daytime operations. Since the adoption of the General Plan, no new noise sensitive developments have occurred.

STRATEGY 1.A.2: Endeavor to locate noise-sensitive land uses outside of the 60-65 dBA noise contours illustrated on Exhibit N-1.

Responsible Parties: Planning staff, Planning Commission

Action: The City encourages noise sensitive users to be located in areas that are not subjected to adverse noise levels. However, this could be over-ridden with the availability or cost of land. Noise mitigation measures are then considered. As of the adoption of the General Plan, no new noise sensitive developments have occurred.

POLICY 1.B: Minimize the exposure of residents and visitors to temporary noise levels that are potentially harmful.

STRATEGY 1.B.1: Consider noise impacts and require noise mitigation mechanisms in approving public events that are likely to generate high levels of noise.

Responsible Parties: City Council, City Manager or designee

Action: Public events are typically located in commercial districts where the noise levels generated are consistent with the surrounding (ambient) noise. Other public events that may generate noise may be subject to limited hours of operation and/or amplitude.

STRATEGY 1.B.2: Limit the hours of operation of activities that are likely to generate high noise levels.

Responsible Parties: City Council, City Manager or designee

Action: The City reviews each project on an individual basis. Some uses, such as automotive repair businesses located adjacent to residential are conditioned with operating hours. Operations involving a back-up generator may be required to place the generator in a sound dampening enclosure and utilize noise dampening mountings.

GOAL 2: Minimize adverse noise impacts of development anticipated under the General Plan.

POLICY 2.A: Proposals for development as well as changes proposed to the Land Use Map shall include consideration of the potential noise impacts associated with such activities.

STRATEGY 2.A.1: Residential projects proposed adjacent to any street where the build out noise level at 50 feet from centerline is expected to exceed 65 dBA, as well as commercial and industrial projects proposed adjacent to sensitive receptors, or lands designated for sensitive receptors, including residential, school or hospital sites, shall be required to submit a noise analysis in conjunction with entitlement applications.

Responsible Parties: Project applicants

Action: *As of the adoption of the General Plan, no project has resulted in the placement of residential, or the development of other uses adjacent to residential, have occurred that is expected to exceed the 65 dBA noise level from 50 feet from the centerline of a street. Upon any submittal of a project that meets this criteria, a noise analysis shall be required.*

STRATEGY 2.A.2 Minimum requirements for noise analyses for proposed development projects shall be developed and distributed to applicants early in the development review process.

Responsible Parties: City planning and building staff

Action: *Staff usually meet as part of a Pre-Submittal Review. Prior to submittal of construction plans or discretionary permits, staff meet to review the proposed project and determine what actions are necessary. If the proposed project has the potential to cause adverse effects from noise, a noise analysis will be required to address potential noise impacts and determine what mitigation measures may be necessary.*

POLICY 2.B: Minimize noise and ground vibration associated with project construction.

STRATEGY 2.B.1: Exempt construction activities from the operational noise standards set forth in Table N-1 between the hours of 7:00 a.m. and 7:00 p.m. and enforce the standards outside of these hours.

Responsible Parties: City building and code compliance staff

Action: *Except for emergency situations, construction activities are typically limited to daytime hours. While there is no code at this point limiting the hours of operation, upon receipt of a complaint (average about 1 per year), the Building Official instructs the operators to limit their operations from 7:00 am to 7:00 pm. However, due to necessity, there are instances where there are exceptions (i.e., early morning to avoid problems with placement of concrete in summer, large pours of concrete that may require extended operating times, etc. These are reviewed by the Building Department on a case-by-case basis for actual need for such exceptions.*

STRATEGY 2.B.2: Pursuant to San Bernardino County Ordinance 87.0910 vibration levels shall be limited to 0.2 inches per second at the property line (or nearest sensitive receptor).

Responsible Parties: City building and public works staff

Action: *As noted above under Strategy 1.B.2., above, back-up generators may require vibration dampening. This is not uncommon for equipment that has the potential to generate vibration. Each project is reviewed on a case-by-case basis, and projects that have the potential to generate vibration are required to provide mitigation.*

V. RECREATION, CONSERVATION & OPEN SPACE ELEMENT GOALS AND POLICIES

GOAL I: Ensure protection of water quality and quantity for the community by working in cooperation with all water purveyors in the area to preserve, augment, capture and purify all waters in the Mojave River system.

POLICY 1 A: Ensure a water supply system capable of meeting normal and emergency demand through cooperation between the City and water purveyors.

STRATEGY 1.A.1: Encourage Golden State to continually to monitor water quality within the Planning Area and to notify the City on an on-going basis of its findings.

Action: Communications with the water company, annual reports, review and consultation with Lahontan. On-going relations with the water company through franchise agreement process.

STRATEGY 1.A.2: With input from the Lahontan Regional Water Quality Control Board, Mojave Water Agency and the local water purveyor(s), annually evaluate all aspects of the potable water supply, ensure that it is adequate, and alert the legislative body of any abnormalities immediately.

Action: Regular meetings with the water purveyors, Lahontan and MWA to ensure that information and projects are shared on a regular basis.

POLICY 1 B: Ensure protection of water quality and quantity for the community by working in cooperation with all water purveyors in the area to preserve, augment, capture and purify all waters in the Mojave River system.

STRATEGY 1.B.1: Crops which utilize large quantities of water (e.g. alfalfa, barley, etc.) shall be discouraged, unless reclaimed water can be utilized as the water source.

Action: The City currently maintains one alfalfa field (South Field) as a mechanism to utilize the reclaimed water. This method helps to further filter the water for downstream use.

STRATEGY 1.B.2: Encourage upgrading of all sewer treatment plants (municipal or otherwise) located along the Mojave River drainage system to provide tertiary treatment to all waters entering the system.

Action: The City continues to seek funding mechanisms to upgrade the sewer treatment plant. Many improvements have been completed over the years and more are planned in the coming years. However, funding mechanisms are scarce and very competitive.

POLICY 1 C: Strive to ensure that adequate water remains available to the community in order to maintain continued growth.

STRATEGY 1.C.1: Cooperate with the Mojave Water Agency, San Bernardino County Flood Control District and any other resource agency to consider long term improvements (including long-term maintenance) within the Mojave River corridor (dry areas only) which would capture storm run-off, allowing percolation into the aquifer rather than running across the top layer and into the Caves Basin.

***Action:** Between 2013 and 2014, the City, in conjunction with roadway improvements on Rimrock Road, constructed a retention basin to contain the excess run-off from up-stream tributaries (feeding the Kitchen/Dean Wash). Another retention basin has been scheduled in the area of LaVerne Avenue. However, Government review has delayed this project. This second basin should be initiated in 2016. These projects include funding through other agencies.*

In addition, the City follows the County standard for flood control improvements. This means that the properties are required to retain on-site at least the amount of increased run-off as a result of the development.

STRATEGY 1.C.2: Support other agencies in eliminating all sources of pollution which may contaminate water quality in the Mojave River system.

***Action:** Participate with MWA in the technical advisory committee. Participation in the Watermaster and MWA Board Meetings. Comment on all CEQA Documents that involve an impact on the Mojave River.*

STRATEGY 1.C.3: Encourage the use of xeriscape landscaping and plantings throughout the City and as an integral part of all landscape related guidelines, policies, procedures, plans and programs within the City's control. This shall include development reviews and encouragement to local businesses, especially nurseries.

***Action:** The City requires that all landscape be water efficient. An ordinance has been in place for many years to utilize water efficient landscape and irrigation systems. This includes subsurface bubblers for some trees (moderate water users) to ensure that the water is applied to the tree and does not evaporate. The ordinance also limits the maximum amount of turf allowed. Commercial grade drip systems are encouraged, and all landscaping is required to be on automatic irrigation timers.*

STRATEGY 1.C.4: New development located outside areas served by existing infrastructure shall be required to provide all services (e.g. sewer, roads, etc.) without creating a burden on the existing system.

***Action:** This is a continuing requirement of the City. The Municipal Code does allow for private sewer systems when the land is not near a sewer line, but LaHontan regulations are becoming increasingly stricter than before, making it more difficult to have private sewer systems.*

POLICY 1 D: Coordinate efforts with other agencies to ensure that all property owners within Barstow's Sphere of Influence have adequate sewer and water facilities.

STRATEGY 1.D.1: Utilize and oversee compliance with the Sewer Master Plan.

***Action:** The regulations pertaining to private sewer systems (i.e., septic systems), are becoming more difficult to comply with. In addition, depending on the type of use proposed, the City will analyze whether a private sewer system is appropriate (i.e., large-lot residential vs. multiple-family or commercial).*

STRATEGY 1.D.2: Encourage the use of "gray-water" to the greatest extent possible and for the widest potential range of uses.

***Action:** The use of "gray-water" is currently not permitted due to the unknown and unregulated use of detergents and other chemicals. Upon the allowance of gray-water by the County agencies, which may include all detergents and other cleaning chemicals to be bio-degradable, the City will be able to implement this measure.*

POLICY 1 E: Maintain a storm drainage system adequate to protect the lives and property of Barstow residents.

STRATEGY 1.E.1: Periodically evaluate the size and condition of the storm drainage system to ensure its ability to handle expected storm runoff.

Action: Physical improvements to the Stormwater management system include the Kitchen Wash Improvements, La Verne North improvements and Avenue I Stormwater Channel Improvements. An additional improvement is proposed for the southern portion of La Vern but will need BLM approval before the project can continue.

STRATEGY 1.E.2: Evaluate the impact of all new development and expansion of existing facilities on storm runoff and ensure that the cost of upgrading existing drainage facilities to handle the additional runoff, and maintenance thereof, is paid for by the development which generates it.

Action: As noted previously, the City recently constructed a retention basin off of Rimrock Road. This was constructed to minimize the amount of downstream flooding that has historically occurred in the Montara area.

In addition, the City has been working for the past few years to construct a second retention basin and other facilities off of LaVerne Avenue. This is still under review and the City is looking at alternatives to move forward with the remaining portion of this project. The drainage channel has been constructed north of Main Street.

A third drainage structure improvement is along Avenue "I" north of Vineyard. The City had prepared many of the documents in order to prepare the improvements. At this time, these improvements have been limited to restoring the hydraulic capacity and some grading and cleaning of the box culvert at West Main Street.

STRATEGY 1.E.3: All designs for new development are required to comply with the National Pollution Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for Lahontan Region and San Bernardino County. The Developer will be required to prepare and submit for approval of a construction activities erosion control plan to include waste disposal and construction recycling methods. In addition, the developer shall obtain any necessary General Permits for storm water discharge associated with construction and land disturbance activities from the State Water Resources Control Board. A Water Discharge Identification Number (WDID #) from the State Water Resources Control Board shall be provided to the City prior to issuance of a grading or other city issued building permits.

Action: The City requires all new development to obtain the National Pollution Discharge Elimination System permit and to obtain a Waste Discharge Identification Number prior to disturbance of any soil. In addition, projects over 1 acre in area are Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) are also required.

GOAL 2: Ensure protection of air quality by reducing air pollution and emissions of pollutants.

Policy 2 A: Work with the Mojave Desert Air Quality Management District, San Bernardino Association of Governments, San Bernardino County and neighboring jurisdictions to implement the federal ozone and PM10 & PM 2.5 non-attainment plans and meet federal state air quality standards and reduce overall emissions from mobile and stationary sources.

STRATEGY 2.A.1: Implement measures to reduce fugitive dust from unpaved areas, parking lots, and construction sites.

Action: Any parking lots with more than two parking spaces requires that the parking lot be paved. The City also requires that storage lots, at a minimum, provide a compacted aggregate base, compacted asphalt grindings, or hard-surface paving (asphaltic concrete, concrete, etc.).

STRATEGY 2.A.2: Implement measures to reduce exhaust emissions from construction equipment.

Action: Newer California regulations require emission control for construction equipment. No further measures are necessary.

STRATEGY 2.A.3: Limit new sensitive receptor land uses in proximity to significant sources of air pollution.

Action: Participate in board meetings. Council has a board representative that attends all meetings and regularly reports back.

STRATEGY 2.A.4: Review discretionary land use applications for residential uses for potential objectionable odor impacts in proximity to potential significant sources of odors.

Action: Under a discretionary permit, the project is analyzed by its impact upon adjacent land uses. If a project is located near a source of objectionable odors, this is brought forward for consideration (i.e., whether it can be mitigated). If a commercial/industrial project is located near a residential neighborhood, the analysis would be whether the project generates such odors and whether they can be mitigated.

STRATEGY 2.A.5: Require an air quality impact analysis using the methods promulgated by the District for all projects that are subject to CEQA review and which meet or exceed District emissions thresholds. Ensure that air quality impacts identified during CEQA review are consistently and fairly mitigated.

Action: Any project that requires discretionary review is subject to CEQA. As part of the CEQA review, air quality will be assessed. If determined necessary, an air impact analysis may be required.

STRATEGY 2.A.6: Encourage developers to propose innovative measures to reduce air quality impacts, such as bike path and trail systems to facilitate non-vehicular transportation.

Action: The City approved the Spanish Trail Specific Plan in 2013. As part of this design, it is located near, and includes the option to include, residential development. This is to encourage the idea of a walkable community as residents within a potential mixed-use type development (commercial on ground floor, residential units above) with residential adjacent to the development. This will set the atmosphere for a walkable community, and if successful, will encourage other developments to propose similar projects.

STRATEGY 2.A.7: Implement air quality mitigation measures 3.3.1 - 3.3.15 of the 2015-2020 General Plan Master EIR and monitor these measures on an annual basis.

Action: Section 3.3 (Pages 13 and 14) of the General Plan Master EIR are implemented, as appropriate, during the development of new construction whether it is residential, commercial or industrial, as streets are constructed, reconstructed or re-stripped, the

replacement of City vehicles, etc. with the intent to improve air quality for the City residents.

POLICY 2 B: Public Facilities and Operations - Local government should take a leadership role in reducing the emissions from its own vehicle fleet as a model for the private sector.

STRATEGY 2.B.1: Replace or convert City conventional fuel vehicles with clean fuel vehicles as feasible.

Action: The City has five natural gas vehicles that were purchased prior to the General Plan revision. These include the following vehicles:

- *Two 2005 Honda Civic GX NGV Sedans*
- *One 2006 Freightliner Condor LNG Dump Truck*
- *One 2009 Honda Civic GX NGV Sedan*
- *One 2011 Elgin Broom Bear CNG Street Sweeper*

More recently, the City purchased two diesel trucks that have Diesel Particulate Filters (DPF) and Selective Catalytic Reduction (SCR) systems.

STRATEGY 2.B.2: Enact local ordinances to promote clean technologies.

Action: The City adopted an Alternative Energy ordinance in 2014 that simplifies the procedure for roof-top solar projects to ease the demand on the electrical grid. Solar has seen a significant increase in installations as the City has processed in excess of 100 solar permits for each of the last two years (2014 & 2015) with 30 permits in 2016 in the first quarter of 2016.

GOAL 3: Seek to preserve biological resources within the Planning Area.

POLICY 3 A: Conserve suitable habitat for threatened and endangered species found in the region and facilitate mitigation of impacts where unavoidable.

STRATEGY 3.A.1: Perform site-specific studies prior to development activities to determine the precise mitigation necessary to preserve and enhance biological resources, with particular attention given to the preservation of areas identified as having a high biological significance and sensitivity.

Action: When the City adopted its General Plan, the City identified lands that were identified as prime tortoise habitat. This land was identified in the General Plan as Open Space to preserve and set-aside land for habitat. Any time that development occurs that is suspect of being tortoise habitat, a biological survey is required. Any discretionary permit that is not exempt from CEQA is required to address biological resources. Exceptions to this would include if the property is already developed.

STRATEGY 3.A.2: Establish corridors for the movement of wildlife between the established Desert Wildlife Management Areas (USFWS 1994a) and Desert Tortoise Critical Habitat (USFWS 1994b).

Action: Continually work with Fish and Wildlife to determine sustainable solution.

STRATEGY 3.A.3: Strive to maintain native riparian and associated natural habitats along the Mojave River. When applicable, require a US Army Corps of Engineers 404 Permit.

Action: Participate and/or comment on projects which impact riparian habitat, including but not limited to, MWA's salt nutrient management plan.

STRATEGY 3.A.4: Maintain the Mojave River as a travel and watershed corridor, retaining the link between natural areas to the north and south of Barstow.

Action: General Plan Land Use Map classifies all land within the Mojave River as open space. Zoning limits the uses which can be placed in these areas to low impact/traffic uses.

GOAL 4: Strive to preserve and protect important features and sites (historic, archaeological and paleontological), as defined under this Element's Cultural Resources Management Plan, from degradation or destruction.

POLICY 4 A: The City shall encourage efforts to collect and preserve available local historical resources.

STRATEGY 4.A.1: The City shall help coordinate the efforts of interested groups and organizations concerning areas of historical importance in Barstow.

Action: The City only has one site that is on the National Register, the Barstow Harvey House (Casa Del Desierto). The City purchased this building from Burlington Northern/Santa Fe and has restored much of it. Other items of historical importance include the Route 66 corridor. In 2015, the City, in cooperation with SCAG, granted a contract for a specific plan for the Historic Route 66 corridor. This Plan, Downtown Barstow Specific Plan, is to bring back to life the Route 66 theme that was so famous in the 50's and 60's. As part of that information, it is hopeful that specific sites may be identified for their historical importance.

STRATEGY 4.A.2: The City shall make every effort to preserve all historical landmarks as identified by the State of California, Federal Government and/or the County of San Bernardino.

Action: Currently there is only one site on the historic register, the historic Harvey House (aka: Casa Del Desierto). another site of significance is Buzzard Rock, with petroglyphs upon it. In addition, the Downtown Barstow Specific Plan may identify other places of historical significance.

STRATEGY 4.A.3: The City shall preserve and protect, to the greatest extent possible, archaeological and paleontological sites and features.

Action: The archaeological and paleontological history of Barstow is important. Any time that such sites are discovered, the City requires that they be addressed and protected accordingly. It is important that the appropriate authorities are contacted as part of this discovery as well. During such discovery, the City and/or developer contacts, at a minimum, the San Bernardino County Museum, who is the curator for much of the historical data. At that point, either the appropriate agency (if not SBC Museum) will be identified and an action plan for the preservation of the information or site is developed.

STRATEGY 4.A.4: For development in areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources shall monitor all ground-disturbing activities.

Action: The initial step in this process will be to determine if a project is within an area that is archaeologically sensitive. If so, an archaeological and cultural survey shall be required. The survey will determine the method of monitoring, including the possibility of on-site monitors during any ground disturbance. Any sensitive site

that is subject to CEQA would require studies to be conducted to identify mitigation measures necessary. Any discovery will cause the development to cease until cleared by a certified archaeologist and/or culturally affiliated Native American.

GOAL 5: Adhere to the environmental assessment process required under CEQA to communicate with other agencies and the public on the air quality impacts of development within the community.

POLICY 5 A: Communication of the impact of development on environmental quality with the impacted state and federal agencies as well as the general public in a clear and concise manner.

STRATEGY 5.A.1: Geographic information systems (GIS) can allow planners and decision makers to more easily visualize and understand the complex interactions created when land uses and circulation are changed. The City will, therefore support investment in cost-effective modeling and geographic information system (GIS) technology.

Action: The City currently utilizes GIS in many aspects of their operation. Such use can be expanded to include analysis of circulation/land use changes occur as a result of any general plan land use and/or zoning change. In addition, changes to the circulation system as recommended by the City Engineer may be supported by such GIS analysis.

STRATEGY 5.A.2: Continue to support and work collaboratively with programs that educate the public on environmental quality issues.

Action: The City's Environmental Services Administrator manages many community programs to get the citizens to participate and learn about the desert environment. Desert Discovery Center hosts groups for educational purposes.

Goal: 6: Provide programs and incentives to encourage residents, businesses and developers to reduce consumption and efficiently use energy resources.

Policy 6.A: Educate the development community with regard to green building principles and other strategies for conserving natural resources.

STRATEGY 6.A.1: Informally encourage the use of green building standards and Leadership in Energy and Environmental Design (LEED) or similar programs in both private and public projects.

Action: The City has implemented mandatory compliance with the Green Building Codes for all construction and demolition projects within the City limits (BMC 15.08.040). There is a Construction Waste Management Plan which is mandatory to complete before a building permit will be issued.

There is also a Performance Bond for each Construction/Demolition project for which a building permit is pulled. This will be returned if the project meets or exceeds the 50% diversion rate required.

STRATEGY 6.A.2: Educate the public about energy conservation techniques.

Action: No formal education has been conducted at this time. However, the City provides handouts and brochures regarding energy conservation.

STRATEGY 6.A.3: Reduce energy consumption in both existing and future developments by coordinating with the local energy provider to develop policies and procedures for energy conservation.

Action: While the City has not at this point coordinated many efforts with the utility companies, the City requires new construction to meet California energy standards. The local utilities occasionally offer programs for retrofitting toilets, lighting and other components to more efficient models.

STRATEGY 6.A.4: Encourage residents and businesses to utilize the incentives provided by local energy providers to retrofit their buildings and businesses for energy efficiency and conservation.

Action: As noted above, the local utilities occasionally offer incentives for the retrofit of toilets and lighting to energy efficient models. While the City does not typically take an active role in this, it is typically announced at Council meetings to inform the public. In addition, the utility provider typically provides such information in their billing and advertise in various forms of media.

STRATEGY 6.A.5: Continue the existing recycling program and utilization of the material recovery facility program while exploring additional methods of reducing waste.

Action: The City has curb-side pickup of recyclables. In addition, local businesses have been established to accept recyclables such as cardboard, glass, plastic and metals. The City also has a few approved locations where shoes and clothing can be collected. The City also has a facility that collects waste oils and other chemicals, sharps, etc. for recycling service. This is a free service provided to the community.

STRATEGY 6.A.6: Incentivize businesses that provide solutions for recycling and re-use of specific waste streams such as food waste and cooking oils.

Action: Most restaurants have a waste oil collection system, commonly called a yellow grease system. Other businesses will pick up the waste oil for clarification and reuse. The State is implementing requirements for organic/food waste. The City is currently working with the Joint Powers Authority for Recycling and Solid Waste who has hired a contractor to come in and audit those businesses' generating food waste to determine how best to cull that waste stream out of the landfill. The City has secured capacity for organic waste with the building of a new compost facility, mixed waste site. Burrtec Waste, Inc. will be building at the Material Recovery Facility in Victorville with grant monies from CalRecycle. Working with our franchise hauler, the City will identify those generators that will be required to divert their organic waste from the landfill. Until the City has infrastructure to manage the waste stream, we are exempt from the requirements of AB 1826. At this time, the City has not selected the option to create a new Municipal Code addressing the organic waste stream.

Strategy 6.A.7: Work with all interested parties, as appropriate, to implement a community-wide food scrap collection and composting program.

Action: The City is working to collect data to implement a comprehensive food program city wide. Currently, our contractor is working to determine the capacity for those willing to receive food that either has a shelf life or perishable quantified for human consumption. There is another category specific for animal consumption. The City is working to create a food donation program for the food insecure (underserved) in our community. There is an education component to this food donation program as we have to overcome any fear factor a business has regarding their liability

involved. Legislation has been passed, the Good Samaritan Law, which insulate those that donate.

GOAL 7: Recognize the Planning Areas' unique desert environment through the integration of various natural features and open space areas with development.

POLICY 7A: Enhance existing circulation corridors that tie outlying development to the community while establishing new linkages and implementing streetscape concepts geared toward creating a unified design theme for the City.

STRATEGY 7.A.1: Work with the utility companies owning large "cross-town" easements to ensure that these areas remain as open space for recreation, circulation, etc.

Action: When the City completed a comprehensive amendment to the General Plan in 2015, it included utility corridors designated as Open Space. While this currently does not serve circulation needs (most are electrical towers and pipelines that are not conducive to roadways), it does provide for recreational activities. This can set the stage for walking trails, bikeways, etc.

STRATEGY 7.A.2: Work with the Mojave Water Agency and all applicable County, State and Federal governmental agencies to compile a multiple use recreation plan. The plan shall address potential improvements, implementation time frames, cost estimates and possible funding sources.

Action: On-going participation with MWA, Environmental Health and BLM to improve the desert discovery plan. Improve the data distribution of information to include links to the City's web page.

STRATEGY 7.A.3: Consider acquiring open space for habitat preservation and possible mitigation of biological resource impacts of development elsewhere in the City.

Action: In 2015, the City adopted a comprehensive amendment to the General Plan that includes a portion of land specifically for habitat preservation and the mitigation of biological resource impacts. This site is located along the north side of Old Hwy 58 near Interstate 15 and adjacent to federally owned land that is listed as prime tortoise habitat. In addition, the federally owned land is also identified as open space to preserve the existing habitat.

STRATEGY 7.A.4: Utilize the Interim open space designation to guide the timing and pattern of future development so as to limit leapfrog development and urban sprawl.

Action: As part of the General Plan amendment conducted in 2015, a large area of land was designated as Interim Open Space. This was done to minimize/prevent leapfrog development/urban sprawl. In addition, much of this area is not anticipated to develop within the current planning period of the General Plan.

STRATEGY 7.A.5: Interconnecting areas for pedestrian, bicycle and alternative transportation trails shall be provided throughout the City.

Action: As part of the amended General Plan, utility corridors are intended to serve as Open Space for the purpose of recreation including walking paths and bike trails. In addition, the City has been, where applicable, working on the striping of bicycle lanes within the public streets as part of the maintenance and reconstruction. This is an ongoing effort.

VII. SAFETY ELEMENT GOALS, POLICIES AND STRATEGIES

GOAL 1: Maintain a comprehensive Emergency Operations Plan for the City, ensuring a high level of responsiveness to natural and human-caused disasters and other emergency situations.

POLICY 1A: Periodically update the Emergency Operations Plan and implement the plan's provisions on an ongoing basis.

STRATEGY 1.A.1: Engage appropriate personnel from the BFPD, BPD, Building Department and other entities on ongoing monitoring and assessment of public facilities and publically occupied buildings to ensure public safety in the event of an emergency.

Action: Continue to exercise primary and ongoing windshield surveys at the beginning throughout declared emergency events.

STRATEGY 1.A.2: Conduct periodic drills and safety meetings to ensure that all designated responsible personnel are aware of the Plan and their responsibilities in the event of an emergency.

Action: The City holds regular drills and table-top exercises for preparation in the event that the Emergency Operations Center (EOC) needs to be activated.

GOAL 2: Continue to actively participate in regional and statewide emergency preparation efforts.

POLICY 2.A: Cooperate and coordinate with San Bernardino County Emergency Services, Golden State Water Company, Southern California Edison and Southwest Gas Company and other agencies and utilities in the development and dissemination of information and instructions on appropriate actions in the event of a local disaster or emergency.

STRATEGY 2.A.1: Continue to engage in ongoing communication with these entities concerning emergency preparation.

Action: Ongoing communication is established throughout the year through email, verbal and organized training, field and table-top exercises. After action reviews identify strengths and weaknesses to enhance our emergency preparedness efforts.

STRATEGY 2.A.2: Provide the organizations identified in Policy 2.A with updated emergency preparation plans and procedures.

Action: Emergency preparedness plans and procedures will be distributed as they are updated and/or changed in response to lessons learned following local disaster or emergency, and field and table-top exercises.

GOAL3: Ensure that all development occurring under the General Plan is designed and built in accordance with current standards for seismic safety, fire protection and defensible space.

POLICY 3.1: Consider and assess vulnerability to natural and manmade disasters or emergencies when reviewing proposals for the siting and development of public/quasi-public facilities such as schools, water towers and power and communication transmitters.

STRATEGY 3.1.A: Incorporate hazards assessment into the project review process for all proposed new development.

Action: The City conducts a hazardous assessment during the inspections of any new or modified project.

STRATEGY 3.1.B: Conduct follow-up inspections to ensure that structures are built as designed and that all safety-related conditions of approval continue to be met.

Action: Any project that involves hazardous waste requires an annual inspection for compliance with regulations pertaining to the safety of the public.

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction City of Barstow
 Reporting Period 1/1/2015 - 12/31/2015

Table A

Annual Building Activity Report Summary - New Construction Very Low-, Low-, and Mixed-Income Multifamily Projects

Housing Development Information										Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions
1 Project Identifier (may be APN No., project name or address)	2 Unit Category	3 Tenure R=Renter O=Owner	4 Affordability by Household Incomes				5 Total Units Per Project	5a Est. # Infill Units*	6 Assistance Programs for Each Development See Instructions	7 Deed Restricted Units See Instructions	8 Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions.	
			Very Low-Income	Low-Income	Moderate-Income	Above-Moderate-Income						
N/A												
(9) Total of Moderate and Above Moderate from Table A3			0	0	0	0	0					
(10) Total by Income Table A/A3			0	0	0	0	0					
(11) Total Extremely Low-Income Units*			0									

* Note: These fields are voluntary

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction: City of Barstow
 Reporting Period: 1/1/2015 - 12/31/2015

Table A2
Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)

Please note: Units may only be credited to the table below when a jurisdiction has included a program it its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in GC Section 65583.1(c)(1)

Activity Type	Affordability by Household Incomes				(4) The Description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1
	Extremely Low-Income*	Very Low-Income	Low-Income	TOTAL UNITS	
(1) Rehabilitation Activity				0	
(2) Preservation of Units At-Risk				0	
(3) Acquisition of Units				0	
(5) Total Units by Income	0	0	0	0	

* Note: This field is voluntary

Table A3
Annual building Activity Report Summary for Above Moderate-Income Units (not including those units reported on Table A)

	1. Single Family	2. 2 - 4 Units	3. 5+ Units	4. Second Unit	5. Mobile Homes	6. Total	7. Number of Infill units*
No. of Units Permitted for Moderate	0	0	0	0	0	0	0
No. of Units Permitted for Above Moderate	0	0	0	0	0	0	0

* Note: This field is voluntary

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction: City of Barstow
 Reporting Period: 1/1/2015 - 12/31/2015

Table B

Regional Housing Needs Allocation Progress

Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.		2013									Total Units to Date (all years)	Total Remaining RHNA by Income Level
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9		
Income Level	RHNA Allocation by Income Level											
	Very Low	188	0	0								188
	Low	138	0	0								138
Moderate	Restricted Non-deed restricted		0	0								154
	Restricted Non-deed restricted	154	0	0								154
Above Moderate		363	6	0								335
Total RHNA by COG. Enter allocation number:		843										
Total Units		22	6									28
Remaining Need for RHNA Period												815

Note: units serving extremely low-income households are included in the very low-income permitted units totals.

ANNUAL ELEMENT PROGRESS REPORT Housing Element Implementation (CCR Title 25 §6202)

Jurisdiction City of Barstow
Reporting Period 1/1/2015 - 12/31/2015

Table C

Program Implementation Status

Program Description (By Housing Element Program Names)	Objective	Timeframe in H.E.	Status of Program Implementation
Housing Programs Progress Report - Government Code Section 65583. Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.			
Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
Program #1: Code Compliance	Maintain Quality of property values Emergency Enforcement	Ongoing	This program is on-going. Case-by-case basis
Program #2: Downtown Barstow	Adopt Specific Plan Reduce/eliminate substandard housing	2018	Initiated contract, may be completed by end of 2017.
Program #3: Housing Inspection	Preservation of Barstow's history.	Ongoing	Complaint-driven. Code Compliance and Building Dept. enforced.
Program #4: Historic Preservation	Residential Design Review Land availability for residential development	Ongoing	City maintains only building on historic registry (Harvey House) City adopted Design Guidelines in 2014.
Program #5: Housing Design	Promote live-work development	2015	General Plan and zoning amendments adopted in 2015.
Program #6: Housing Sites	Sustainable development	Ongoing	Implement CalGreen, Renewable Energy, etc.
Program #7: Diverse Use	Minimize Government Constraints	Ongoing	Expedite process, minimize government constraints
Program #8: Resource Conservation Potential Constraints	Small lots/Second units	2015	General Plan and zoning amendments adopted in 2015.
Program #9: Identification and Alleviation of Potential Constraints	Affordability of land for development	Every 2-3 years	No projects proposed at this time.
Program #10: Alternative Housing Opportunities	Provide assistance for rentals	Ongoing	County is the primary source of rental housing assistance.
Program #11: Financial Assistance	Preserve affordable housing	Ongoing	Expand partnerships & funding opportunities
Program #12: Rental Housing Assistance Preservation	To allow for the establishment of reasonable accommodations to ensure that housing for senior citizens is provided	Ongoing	The City adopted a Reasonable Accommodations ordinance to remove potential governmental barriers. ADA is also followed. The City continuously encourages private development to provide senior housing and have considered reuse of sites for housing each year the City works with Desert Marina and New Hope Village to provide services for the homeless.
Program #13: Housing for Disabled People	To work with non-profit services to provide shelter for the homeless to evaluate and refine housing programs.	Ongoing	Monitor the progress in meeting objectives within the Housing Element.
Program #14: Housing for Seniors	To meet the provisions of SB2	Annual	Comprehensive amendment to the zoning ordinance was completed in 2015.
Program #15: Homeless Services	Allow for density bonus for lower income housing	2015	In 2015 works with San Bernardino County to provide information through materials, PSAs and meeting w/ Fair Housing Council
Program #16: Homeless Education and Monitoring	Public Education of complaints, responding to discrimination	2015	The Inland Fair Housing and Mediation Board is the responsible party.
Program #17: Housing Education and Homeless	complaints/public education	Ongoing	Monitor At-Risk units/work with potential purchasers and provide tenant education.
Program #18: Housing for People Who Are Homeless	Preserve At-Risk affordable housing	Ongoing	
Program #19: Density Bonus			
Program #20: Equal Housing Opportunities			
Program #21: Equal Housing Opportunities			
Program #22: At-Risk Program			

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction

City of Barstow

Reporting Period

1/1/2015 - 12/31/2015

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Barstow

Reporting Period 1/1/2015 - 12/31/2015

General Comments:

The last Residential Certificate of Occupancy was issued on March 13, 2014. The Housing Element was adopted on February 17, 2015 as part of a comprehensive General Plan Amendment. As no new housing have been initiated since 2013, no programs have been implemented at this time. The housing market has not fully recovered from the recession (although there is a need for additional housing) and there are no new home sales to provide comparables for the financing of homes. This has caused a lack of new homes to be constructed since 2013-2014 as there are no current comparable sales available for builders/lenders to reference.