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# SAN BERNARDINO LAFCO
# APPLICATION AND PRELIMINARY
# ENVIRONMENTAL DESCRIPTION FORM

**INTRODUCTION:** The questions on this form and its supplements are designed to obtain enough data about the application to allow the San Bernardino LAFCO, its staff and others to adequately assess the proposal. By taking the time to fully respond to the questions on the forms, you can reduce the processing time for your proposal. You may also include any additional information which you believe is pertinent. Use additional sheets where necessary, or attach any relevant documents.

## GENERAL INFORMATION

1. NAME OF PROPOSAL: LAFCO Action Area A- Reorganization

2. NAME OF APPLICANT: City of Barstow

APPLICANT TYPE: ☐ Landowner ☒ Local Agency
☐ Registered Voter ☐ Other

MAILING ADDRESS:
220 E Mountain View Street, Barstow, CA 92311

PHONE: (760) 255-5160
FAX: (760) 255-1750
E-MAIL ADDRESS: rclayton@barstowca.gov or cheldreth@barstowca.gov

3. GENERAL LOCATION OF PROPOSAL: See Additional Sheets: General Information § 3

4. Does the application possess 100% written consent of each landowner in the subject territory?
YES ☐ NO ☒ If YES, provide written authorization for change.

5. Indicate the reason(s) that the proposed action has been requested.
See Additional Sheets: General Information § 5

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## LAND USE AND DEVELOPMENT POTENTIAL

1. Total land area of subject territory (defined in acres):
The total reorganization area includes a total of 2,702 acres (combination of City of Barstow and Barstow Fire Protection District).

2. Current dwelling units within area classified by type (single-family residential, multi-family [duplex, four-plex, 10-unit], apartments)
There are currently 22 dwelling units remaining for demolition that are classified as single-family residential. 11 of the units are vacant and in various stages of demolition.

3. Approximate current population within area:
Although there are currently 11 dweling units that are occupied within the BIG Specific Plan area, by 5/31/26 all leasebacks will have expired and the remaining units will be vacant and in the process of demolition.

4. Indicate the General Plan designation(s) of the affected city (if any) and uses permitted by this designation(s):
Designated Industrial for the BIG Specifc Plan Area. Designated business park for the adjacent 10.1 acre parcel.

The permitted uses are Industrial and Business Park (rail yard, intermodal facility, block swap yard, transload warehouse center), and office and low impact industrial uses).

San Bernardino County General Plan designation(s) and uses permitted by this designation(s):

Current county designations and permitted uses are Rural Living, Agricultural, and Floodway.

5. Describe any special land use concerns expressed in the above plans. In addition, for a City Annexation or Reorganization, provide a discussion of the land use plan's consistency with the regional transportation plan as adopted pursuant to Government Code Section 65080 for the subject territory:

See Additional Sheets: Land Use and Development Potential § 5

6. Indicate the existing use of the subject territory.
The area is mostly vacant undeveloped land with 10 acres of residential (22 dwelling units), and approximatly 110 acres unmaintained former agricultural preserve. The area also includes former agricultural uses, a private airstrip (that is closed) and railway. The existing railway is owned by BNSF and bisects the subject territory from northeast to southwest.

What is the proposed land use?

The proposed land use is the BIG Specific Plan which would enable the development of the BIG rail yard, transload warehouse center, and solar farm. The prezoning for the annexation areas is Industrial (for BIG) and Business Park (for the additional 10.1 acre parcel).

7. Will the proposal require public services from any agency or district which is currently operating at or near capacity (including sewer, water, police, fire, or schools)? YES ☒ NO ☐ If YES, please explain.

See Additional Sheets: Land Use and Development Potential § 7

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8. On the following list, indicate if any portion of the territory contains the following by placing a checkmark next to the item:

- [x] Agricultural Land Uses
- [x] Agricultural Preserve Designation
- [ ] Williamson Act Contract
- [ ] Area where Special Permits are Required
- [ ] Any other unusual features of the area or permits required: _____

9. Provide a narrative response to the following factor of consideration as identified in §56668(p): *The extent to which the proposal will promote environmental justice. As used in this subdivision, "environmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the location of public facilities and the provision of public services:*

See Additional Sheets: Land Use and Development Potential § 9

## ENVIRONMENTAL INFORMATION

1. Provide general description of topography.

See Additional Sheets: Environmental Information § 1

2. Describe any existing improvements on the subject territory as % of total area.

| | | | |
|---|---|---|---|
| Residential | 1 % | Agricultural | 2 % |
| Commercial | % | Vacant | 97 % |
| Industrial | % | Other | % |

3. Describe the surrounding land uses:

NORTH See Additional Sheets: Environmental Information § 3

EAST

SOUTH

WEST

4. Describe site alterations that will be produced by improvement projects associated with this proposed action (installation of water facilities, sewer facilities, grading, flow channelization, etc.).

See Additional Sheets: Environmental Information § 4

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5. Will service extensions accomplished by this proposal induce growth on this site? YES ☒ NO ☐ Adjacent sites? YES ☒ NO ☐ Unincorporated ☒ Incorporated ☒

Service extensions will enable construction and operation of BIG on the site, and certain utility extensions (water, wastewater, etc) could also enable development on adjacent sites.

6. Are there any existing out-of-agency service contracts/agreements within the area? YES ☐ NO ☒ If YES, please identify.

7. Is this proposal a part of a larger project or series of projects? YES ☒ NO ☐ If YES, please explain.

This action is integral to the BIG Project and the City of Barstow General Plan Update.

**NOTICES**

Please provide the names and addresses of persons who are to be furnished mailed notice of the hearing(s) and receive copies of the agenda and staff report.

NAME Rochelle Clayton, City Manager TELEPHONE NO. 760-255-5160

ADDRESS: 220 E Mountain View Street, Barstow, CA 92311

NAME Matthew Summers, Asst. City Attorney TELEPHONE NO. 213-542-5719

ADDRESS: 790 E. Colorado Blvd. Suite 850 Pasadena Ca 91101

NAME Mark Teague, Placeworks TELEPHONE NO. 714-966-9220

ADDRESS: 3 MacArthur Place, Suite 1100 Santa Ana, Ca 92707

## CERTIFICATION

As a part of this application, the City/Town of Barstow, or the _____ District/Agency, _____ (the applicant) and/or the _____ (real party in interest - landowner and/or registered voter of the application subject property) agree to defend, indemnify, hold harmless, promptly reimburse San Bernardino LAFCO for all reasonable expenses and attorney fees,

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and release San Bernardino LAFCO, its agents, officers, attorneys, and employees from any claim, action, proceeding brought against any of them, the purpose of which is to attack, set aside, void, or annul the approval of this application or adoption of the environmental document which accompanies it.

This indemnification obligation shall include, but not be limited to, damages, penalties, fines and other costs imposed upon or incurred by San Bernardino LAFCO should San Bernardino LAFCO be named as a party in any litigation or administrative proceeding in connection with this application.

As the person signing this application, I will be considered the proponent for the proposed action(s) and will receive all related notices and other communications. I understand that if this application is approved, the Commission will impose a condition requiring the applicant and/or the real party in interest to indemnify, hold harmless and reimburse the Commission for all legal actions that might be initiated as a result of that approval.

I hereby certify that the statements furnished above and in the attached supplements and exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented herein are true and correct to the best of my knowledge and belief.

DATE 10/13/2024

SIGNATURE

Rochelle Clayton

Printed Name of Applicant or Real Property in Interest
(Landowner/Registered Voter of the Application Subject Property)

City Manager, City of Barstow

Title and Affiliation (if applicable)

PLEASE CHECK SUPPLEMENTAL FORMS ATTACHED:

- [x] ANNEXATION, DETACHMENT, REORGANIZATION SUPPLEMENT
- [ ] SPHERE OF INFLUENCE CHANGE SUPPLEMENT
- [ ] CITY INCORPORATION SUPPLEMENT
- [ ] FORMATION OF A SPECIAL DISTRICT SUPPLEMENT
- [ ] ACTIVATION OR DIVESTITURE OF FUNCTIONS AND/OR SERVICES FOR SPECIAL DISTRICTS SUPPLEMENT

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## GENERAL INFORMATION

3. GENERAL LOCATION OF PROPOSAL: The Barstow International Gateway (BIG) is currently located in unincorporated San Bernardino County, west of the City of Barstow. The site is generally bordered by the Mojave River to the north, Main Street (also referred to as National Trails Highway or Route 66) to the south, Lenwood Road to the east, and Hinkley Road to the west.

5. Indicate the reason(s) that the proposed action has been requested. The reorganization would support the City's BIG Specific Plan and integrate the Specific Plan area into City of Barstow jurisdiction. Integrating the Specific Plan would facilitate the development of the BIG with infrastructure improvements and public safety services under city oversight that would result in substantial high-quality job creation in the High Desert and improved freight efficiency. This would help the City of Barstow support its General Plan Objectives for economic development, job creation, and long-term growth by accommodating approximately 9 million square feet of industrial warehouse space and associated infrastructure. Combined, the end result of the reorganization action between the City of Barstow and BIG would reduce truck trips, improve rail efficiency, and minimize environmental impacts compared to existing freight patterns.

## LAND USE AND DEVELOPMENT POTENTIAL

5. Describe any special land use concerns expressed in the above plans. In addition, for a City Annexation or Reorganization, provide a discussion of the land use plan's consistency with the regional transportation plan as adopted pursuant to Government Code Section 65080 for the subject territory: The proposed General Plan and EIR included two reorganizations, SBLAFCO Actions A and B totaling 2,785 acres. This application if for SBLAFCO Action A, which proposes to annex to the City 2,686 acres, includes a 2,676-acre portion of the BIG Specific Plan area, as well as an additional 10 acre parcel to prevent the creation of an unincorporated island. SBLAFCO Action B will include a proposed annexation of 99 acres. The City prezoned these areas consistent with the General Plan land use designations. Where existing newly prezoned land use designations were inconsistent with the existing land use, for example, if the newly prezoned land use designation is industrial and the existing land use is rural residential, the existing land use would be allowed to continue as a pre-existing non-conforming use pursuant to Barstow Code § 19.00.060. This would allow the use to continue in perpetuity, and can be sold, transferred, etc. Barstow Code Chapter 19.38: Non-Conforming Uses regulates expansion of a non-conforming use. The reorganizations are proposed to allow for orderly development of the BIG Specific Plan area and other lands within and adjacent to the City.

   The General Plan includes goals/subgoals to support and improve regional transportation through safe and efficient travel, movement of goods, and improvement of infrastructure in line with the SCAG's Connect SoCal 2025-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The BIG Project would further sustainable transportation practices by improving the efficient movement of goods between the City and within the region and increase the competitiveness of rail transport over heavy-duty truck transport cross-country furthering the goals of the RTP/SCS. The proposed infrastructure coordination enhances connectivity between employment centers and housing.

7. Will the proposal require public services from any agency or district which is currently operating at or near capacity (including sewer, water, police, fire, or schools)? YES ☒ NO ☐ If YES, please explain. The service demand generated by the BIG Project and the reorganization of Action Area A on the affected agencies currently operating at or near capacity are addressed by the appropriate Project Design Features (PDFs), mitigation measures (MMs), and Standard Conditions (SOCs), including appropriately scaled facilities to meet the increased demand for services.

9. Provide a narrative response to the following factor of consideration as identified in §56668(p): *The extent to which the proposal will promote environmental justice. As used in this subdivision, "environmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the location of public facilities and the provision of public services:* The General Plan land use plan reduces the potential for land use conflicts by redesignating the majority of the area west of I-15 and south of Main Street as Business Park. The General Plan includes policies to complement the physical land use changes in western Barstow that focus on improving transportation, minimizing negative impacts from industrial uses, and ensuring the long-term economic viability of the area. The policies also discourage sensitive uses near rail, mining, or industrial areas, requiring developments near rail operations to assess and mitigate vibration levels by federal standards. Additionally, the General Plan prioritizes undeveloped areas west of SR-58 and I-15 for non-residential uses that support the continued viability of commercial and industrial businesses for the community's future economic success, while ensuring land use compatibility, by separating and protecting residential neighborhoods to the east of I-15.

   The proposal promotes environmental justice by reducing regional pollution and congestion through moving freight transportation from trucks to rail. More than 30% of all inbound freight containers in the United States go through the Ports of Los Angeles and Long Beach (collectively, "Ports"), the largest port complex in the western hemisphere. Currently, a large volume of heavy trucks transport cargo from the Ports to destinations all over the country. The millions of containers coming into the Ports for transport by truck create storage problems, which result in increased container dwell times and significant truck traffic in and out of the Ports. Because the Ports are surrounded by densely populated areas, many of which are environmental justice/disadvantaged communities ("DACs"), the traffic, pollution, and safety impacts associated with heavy truck-based goods movement are experienced by a very large number of people in these communities. The proposal will change this paradigm of goods movement in California by effectuating a mode shift from over-the-road trucking to rail transport at a more suitable location away from dense population centers, minimizing the exposure of DACs to criteria and toxic air pollutants to DACs along the corridor. Specifically, BIG includes a dedicated fleet of Tier 4 linehaul locomotives to move containers between the Ports and the BIG IMF. Further, starting in BIG opening year 2028, BNSF would increase the renewable diesel composition within the Ports' existing fueling site from 1 percent to 10 percent, a 900 percent increase in renewable diesel. This would improve the emissions of all BNSF trains fueling at the Ports, including those BNSF trains that would not stop at BIG. Together, these features will reduce truck miles traveled and associated air emissions in the densely populated areas, including DACs, near the Ports and Inland Empire. Moreover, BNSF will commit to the voluntary replacement of all of its 15 existing Tier 0/0+/1+ switcher locomotives with six new Tier 4 switchers at the unrelated existing Barstow Classification Yard. BIG would use zero-emission rail-mounted gantry cranes, forklifts, top picks/side loaders, and hostlers. Containers would be transported between the rail yard and transload warehouse center using only electric hostlers, rather than heavy-duty trucks, and only via an onsite/private closed loop roadway to minimize local roadway traffic. These features will minimize environmental justice impacts of diesel emissions, criteria and toxic air pollutants to DACs in and around the City.

   The industrial development is set mostly on vacant land designated by the General Plan for industrial development, which provides separation between industrial land uses and disadvantaged communities. The General Plan provides policies related to noise, separation of uses, and air quality, as well as others, to reduce the impacts to sensitive receptors, in order to provide equitable

levels of protection from environmental and health hazards. Through the creation of direct and indirect jobs the proposal provides equitable economic benefits.

Lastly, annexing LAFCO Action Area A into Barstow will reduce the risks to residents who currently don't have access to improved public services including upgraded and improved infrastructure, roads and upgraded flood control facilities. To that end, BIG will improve safety for DACs through a series of infrastructure improvements, including improvements to the Lenwood Channel (reducing existing flooding that occurs in western Barstow); replacement of the Hinkley Road bridge over the Mojave River (improving safety and access); removal of the Hinkley Road at-grade crossing; replacement of the low water crossing for Main Street over Lenwood Channel with a bridge (improving safety during storm events); and various other local roadway circulation improvements (improving traffic flow, safety, and emergency access.)

For these reasons, the reorganization of LAFCO Action Area A would promote the "fair treatment of people of all races, cultures, and incomes with respect to the location of public facilities and the provision of public services."

## ENVIRONMENTAL INFORMATION

1. Provide general description of topography. The BIG Project footprint is relatively flat except for a dune habitat north of BNSF's mainline in the northern portion of the project footprint and several hillslopes south of the existing mainline in the central portion of the footprint. The overall footprint gradually decreases in elevation moving northwest towards the Mojave River and consists of elevations ranging from approximately 2,200 to 2,730 feet above mean sea level.

3. Describe the surrounding land uses:

| | |
|---|---|
| NORTH | Vacant undeveloped land, including the Mojave River to the north. Scattered residential and commercial uses north of the existing BNSF tracks. |
| EAST | Residential and commercial uses are to the east, north, and south of the existing tracks, including along Main Street. SR-58 and the existing Barstow classification yard are also to the east. |
| SOUTH | Primarily vacant undeveloped land is to the south. Some low-density residential uses are south of Main Street and west of Lenwood Road. Low- and medium-density residential uses are east of Lenwood Road. |
| WEST | Vacant undeveloped land, including the Mojave River to the west. Additionally, an existing BNSF railroad line traverses BIG footprint in a southwest to northeast direction. |

4. Describe site alterations that will be produced by improvement projects associated with this proposed action (installation of water facilities, sewer facilities, grading, flow channelization, etc.). The BIG Project site within LAFCO Action Area A will have water facility alterations including new 12-16 inch public water mains connecting to the Golden State Water Company system and a relocation of Mojave Water Agency recharge line. New 8-inch wastewater lines and force mains connecting to the City sewer system will be added. Lenwood Channel will be widened by 60-100 ft for 2.1 miles. Please see sections 5.10 Hydrology, 5.14 Public Service and Recreation, and 5.17 Utilities of the City of Barstow, Proposed General Plan and Barstow International Gateway Project EIR for discussion on water, utilities and downstream impacts.