Development Impact Fee Calculation and Nexus Study

For the City of Barstow, California

February 9, 2026

Recommended Development Impact Fees
(Summary Table)

Recommended Development Impact Fees	
Development Impact Fee Land Use Type	Recommended Development Impact Fees
Single-Family Residential	$14.21 per SF
Multiple-Family Residential	$16.16 per SF
Mobile-Home Dwelling Units	$11.59 per SF
Commercial Lodging Rooms	$8,246 per room
Retail, Commercial, & Service Uses	$27.27 per SF
Industrial Uses	$10.11per SF
Institutional Uses	$7.78 per SF

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Executive Summary

The City of Barstow's Development Impact Fee (DIF) program was last comprehensively updated in 2007 through a DIF Calculation and Nexus Report prepared by Revenue & Cost Specialists (RCS). That 2007 study established the proportional framework for charging new development its fair share of growth-related infrastructure and emphasized that the City should periodically review and adjust DIFs as conditions change. The current 2026-27 Development Impact Fee Calculation and Nexus Study represents the City's next nexus update for the covered programs, continuing the 2007 proportional framework while modernizing the data, costs, and statutory compliance for these facilities.

Today's adopted DIF rates are codified in the City's FY 2025/26 Master Fee Schedule, presented to City Council on June 17, 2025. The Master Fee Schedule is Barstow's official, citywide fee book for the fiscal year and includes a dedicated Development Impact Fees section showing the fees currently in effect. The FY 2025/26 Master Fee Schedule, therefore, represents the adopted baseline for the programs addressed here, while the updated Nexus Study provides the legal and technical basis for revising those adopted rates.

The City is updating its DIF program now because the conditions supporting the 2007 nexus foundation have materially changed, and state law now requires modernized nexus documentation. The 2026-27 Nexus Study updates the DIF program for the covered facilities so it remains equitable, legally compliant, and sufficient to maintain adopted levels of service (LOS) as Barstow grows.

State law now requires a modernized DIF update

This update is governed by the Mitigation Fee Act and AB-602. AB-602, effective January 1, 2022, requires nexus studies adopted after July 1, 2022, to present residential fees on a per-square-foot basis, identify existing LOS, document data sources and assumptions, and update nexus studies at least every eight years. The 2026-27 update brings the covered Barstow DIF programs into alignment with these standards while reaffirming the nexus and rough proportionality requirements applicable to legislatively adopted impact fees.

The land use database and growth inputs have been refreshed

The 2007 study relied on the General Plan land use inventory and parcel analysis available at that time to define existing conditions, vacant land, and buildout demand. The 2026-27 study replaces that legacy baseline with a new parcel-level land use database prepared by PlaceWorks and compiled by RCS, aligned with the City's *General Plan Land Use Element (2015)* and *6th-Cycle Housing Element (2021–2029)*. This refreshed database ensures fee calculations for the covered programs reflect current development patterns, realistic growth capacity, and adopted planning assumptions.

Cost escalation and current pricing require recalibration

The 2007 report recognized cost inflation and escalated project costs to then-current dollars. The 2026-27 update again recalibrates the capital program to today's construction environment, updating costs so DIFs for the covered facilities reflect the actual, current cost of providing capacity-adding infrastructure needed to serve new development.

Infrastructure programs and capital needs have been updated

The 2007 study evaluated a broader set of DIF categories and recommended adoption schedules for multiple systems at that time. The 2026-27 Nexus Study constitutes the first phase of the City's DIF update program. In this phase, the City is updating and re-justifying the DIFs for the infrastructure programs addressed in this report: Law Enforcement Facilities, Fire Facilities, Circulation (Street Improvement) Development, Storm Drain Facilities, and Wastewater (Sewer) System Facilities. Additional infrastructure categories will be updated in subsequent phases under the same proportional nexus framework established in 2007 and carried forward here.

A key change since 2007 is that Barstow does not currently maintain a wastewater DIF. The 2026-27 update establishes maximum justified Wastewater System Facilities fees for the first time, ensuring new development funds its proportional share of added wastewater capacity rather than shifting that burden to existing residents and businesses.

The update uses LOS-based nexus methods and a required CIP horizon

The 2007 report relied on a proportional "basic needs versus equity" framework to ensure new development paid only for growth-related capacity and not for existing deficiencies. The 2026-27 study continues that proportional approach for the covered programs using legally recognized methods: the Existing Inventory Method for Law Enforcement and the Planned Facility Method for Fire, Circulation, Storm Drain, and Wastewater.

Because Barstow is a large jurisdiction, AB-602 and Government Code §66016.5(a)(6) require a Capital Improvement Plan (CIP) within the nexus study. The update, therefore, links long-range growth potential to a realistic 10-year capital programming horizon, preserving proportionality while improving fiscal defensibility.

The Master Fee Schedule provides the adopted baseline for Council action

Each infrastructure chapter in the 2026-27 study begins by identifying the City's current adopted DIF rates from the FY 2025/26 Master Fee Schedule, then recalculates updated maximum justified fees based on today's land use data, LOS standards, and capital plans. This structure creates a clear decision pathway for the covered programs: the Master Fee Schedule shows what is currently adopted, and the updated nexus study documents what is now justified.

Recommended Maximum Justified Fees (2026–27 Update)

Based on the updated land use database, persons-per-household assumptions, LOS standards, and growth-related capital programs, the 2026-27 study calculates the following recommended maximum justified DIFs:

- Single-Family Residential: $14.21 per SF
- Multiple-Family Residential: $16.16 per SF
- Mobile-Home Dwelling Units: $11.59 per SF
- Commercial Lodging Rooms: $8,246 per room
- Retail, Commercial, & Service Uses: $27.27 per SF
- Industrial Uses: $10.11 per SF
- Institutional Uses: $7.78 per SF

City Council may adopt fees at or below these maximum justified amounts, provided the adopted schedule maintains the reasonable relationship documented in the study.

Chapter 1
Introduction and Legal Framework

Purpose of the Study

The City of Barstow has an established Development Impact Fee (DIF) program that supports the funding of essential public facilities and infrastructure. As the City continues to grow, it is necessary to periodically update this program to ensure that the fees remain consistent with statutory requirements, re lect current demographic and land use conditions, and provide an equitable framework for allocating the costs of growth. This Development Impact Fee Nexus Study provides that update, establishing the technical and legal basis for revising Barstow's fee program.

California's Mitigation Fee Act (Government Code §66000 et seq.) and Assembly Bill 602 (AB-602) require that cities demonstrate a reasonable relationship, or "nexus," between the fees charged to new development and the improvements inanced with those fees. This study documents that relationship for Barstow and sets forth the methodology for determining fair-share obligations. The update addresses the full range of public facilities and infrastructure needed to serve new development in Barstow. These categories are detailed in the Scope of the Program section of this chapter. Together, they represent the continuation and expansion of Barstow's fee program, ensuring that critical facilities can keep pace with growth.

This study incorporates Barstow-speci ic demographic and land use data to establish a baseline of existing conditions and to quantify growth impacts. Using American Community Survey (ACS) data and a Fixed Household Structure Method, the study establishes persons-per-household (PPH) values of 2.914 for Single-Family Residential, 2.896 for Multiple-Family Residential, and 1.956 for Mobile-Home Dwelling Units.

Combined with the City's land use database, these values provide the basis for allocating infrastructure demand among different types of development. By grounding its methodology in statutory requirements and empirical data, this study ensures that Barstow's development impact fee program remains equitable, transparent, and legally defensible. The indings will guide the City in updating its fee structure so that public facilities keep pace with future growth.

Legal Authority

This Nexus Study is grounded in the legal framework that governs how California jurisdictions adopt, calculate, and administer development impact fees. For each fee, the City must demonstrate an essential nexus between growth and the facilities to be funded and a rough proportionality between the fee amount and the development's share of cost. State statutes set indings, transparency, and reporting requirements; recent legislation standardizes how nexus studies are prepared; and case law clari ies that legislatively adopted fees are subject to the same nexus and proportionality tests as

project-speci ic exactions. The summary below outlines the principal requirements and how this study addresses them.

Mitigation Fee Act (Gov. Code §66000 et seq.)

Adoption and administration of development impact fees must satisfy the Act's requirements, including:

- Proportionality (§66001(b), §66005): a reasonable relationship between the amount of the fee and the share of cost attributable to the development.
- Noticing and transparency (§66016, §66017): public data availability, meeting notice, and effective-date requirements for fee adoption.
- Accounting and reporting (§66006, §66001(d)): separate funds, annual and ive-year reporting on collections, uses, and continuing need.

  (Required legal findings under §66001(a) appear in the next section, "Required Legal Findings.")

AB-602 (Stats. 2021, Ch. 347)

Effective January 1, 2022. For nexus studies adopted on or after July 1, 2022:

- Residential fee schedules must be presented on a per-square-foot basis, or the City must adopt indings explaining why square footage is not an appropriate metric.
- The study must identify the existing Level of Service (LOS) for each affected public facility (and any proposed LOS, if applicable).
- Nexus studies must be updated at least every eight years (measured from January 1, 2022).
- Capital Improvement Plan (CIP) for large jurisdictions. Barstow quali ies as a "large jurisdiction" because it is a city within San Bernardino County, a county with a population of at least 250,000 as of January 1, 2019 (HSC §53559.1(h)). Accordingly, a CIP must be adopted as part of the nexus study (Gov. Code §66016.5(a)(6)).
- Residential impact fees are presented per square foot (AB-602); Commercial Lodging fees are per Room; and all nonresidential fees are per square foot.

Nexus and Proportionality Requirements (Nollan/Dolan; Sheetz)

- *Nollan v. California Coastal Commission* (1987) Essential nexus: a logical connection must exist between what the fee funds and the project's impacts.
- *Dolan v. City of Tigard* (1994) Rough proportionality: the degree of the exaction must be reasonably proportional to the project's impact, supported by evidence.
- *Sheetz v. County of El Dorado* (U.S. 2024) Legislative programs included: generally applicable, citywide impact fees must also satisfy Nollan/Dolan.

Administrative implementation

Fees will be deposited in separate accounts, used only for the stated purposes, adjusted administratively for in lation per adopted indices, and supported by annual and ive-year reporting. Credits/reimbursements apply only where a developer constructs a listed growth-eligible capital project in the applicable chapter; improvements required solely as conditions of approval and not on an adopted capital list do not qualify for impact fee credit.

Background and Context

Barstow is not a built-out city; signi icant growth potential remains in green ield areas, along with targeted in ill, redevelopment, and intensi ication. This development pattern—characterized by available land supply, expansion corridors, and ongoing subdivision/industrial activity—shapes how growth affects public facilities and how development impact fees should be structured and administered.

The Nexus Study aligns with adopted City plans and policies and applies consistent, citywide methods so results are transparent and comparable across infrastructure categories. Where appropriate, the study references adopted forecasts and provides a reconciliation pathway (see Methodological Overview) to maintain consistency with citywide planning targets.

The City's service environment involves multiple departments and partner agencies, and the study's framework is designed to function in that setting while focusing on City capital responsibilities and the growth-eligible shares of projects. Fees are applied to net new development (e.g., replacement projects are credited for existing units or loor area), and program administration emphasizes clear capital lists, eligibility rules, and credit/reimbursement limited to listed growth-eligible projects.

Required Legal Findings

In compliance with Government Code §66001, the nexus study must establish ive indings for each proposed fee:

1. Purpose of the fee
2. Use of the fee revenues
3. Relationship between the fee's use and the development type
4. Relationship between the facility need and the development type
5. Relationship between the fee amount and the development's share of cost

If any fees remain unspent after ive years, the City must reaf irm these indings or refund the unexpended balance.

Scope of the Program

This Nexus Study updates and rede ines the scope of the City of Barstow's Development Impact Fee (DIF) program. The purpose of the program is to ensure that new development contributes an equitable share of the cost of public facilities and infrastructure required to accommodate growth.

The program includes the following categories of public facilities:

- **Law Enforcement Facilities**: Police stations, vehicles, equipment, technology, and other capital assets necessary to support public safety operations.
- **Fire Facilities:** Fire stations, apparatus, vehicles, equipment, and protective gear to maintain emergency response capabilities.
- **Circulation Development**: Roadway capacity improvements, traf ic signals, bridges, and related circulation infrastructure.
- **Wastewater (Sewer) System Facilities**: Collection, conveyance, and treatment improvements necessary to support new development.
- **Storm Drain Facilities**: Storm drain lines, channels, inlets, and other lood control improvements.

These categories represent both the continuation of Barstow's long-standing DIF program and the addition of Wastewater (Sewer) System Facilities as a new category in this update. Together, they form a comprehensive framework for inancing the capital improvements needed to maintain service standards as Barstow grows.

The scope of this program is citywide, applying to all new residential and nonresidential development within Barstow. Residential land use categories are de ined as Single-Family Residential, Multiple-Family Residential, and Mobile-Home Dwelling Units. Nonresidential categories include Commercial Lodging Rooms, Retail, Commercial, & Service Uses, Industrial Uses, and Institutional Uses.

By clearly de ining the scope of facilities and land use categories, this study provides a transparent foundation for calculating fair-share impact fees in compliance with the Mitigation Fee Act and AB-602.

Fees are applied as follows:

- Residential: per square foot.
- Nonresidential: per square foot.
- Commercial Lodging Rooms: per Room.

Methodological Overview

This Nexus Study applies a structured methodology to evaluate the impacts of new development on Barstow's public facilities. The analysis distinguishes between a 30-year land use database horizon used to measure the scale and distribution of ultimate growth, and a 10-year project implementation

horizon used to identify and phase capital projects. This two-horizon approach keeps demand modeling comprehensive while aligning the capital delivery window with realistic implementation schedules.

Land Use Database

The land use database re lects existing development and potential new development over a 30-year horizon, as provided by City staff for this study. This horizon is used to quantify the magnitude and geographic distribution of growth, allocate demand across residential and nonresidential land uses, and maintain proportionality for each fee program. It provides the long-range basis for service standards and system capacity planning without dictating near-term capital delivery timetables.

Over the 30-year horizon, the land use database is used to measure both the scale and distribution of growth. These projections establish the demand basis for each category of public facilities included in this study.

Project Implementation

Capital improvements are identi ied and phased over a 10-year horizon. Ten years is the practical window to plan, fund, and deliver projects; it also produces more conservative cost assumptions by focusing on projects most likely to proceed in the near term. Fees are assessed as one-time charges at development, so this horizon ties collections to achievable delivery while preserving the nexus to the 30-year demand basis. This approach improves iscal realism and legal defensibility by aligning near-term implementation with long-term service standards.

The 10-year horizon is also essential because development impact fees are assessed as a one-time charge at the point of development. Each unit of new development pays its fair share toward public facilities at the time it is built. If a property later changes to a different land use type, it will be reassessed at that time under the applicable fee program. For this reason, the study relies on a build-out timeframe long enough to capture the full cost of facilities required to serve ultimate growth, while maintaining proportionality across all development types.

Population Growth Horizon

Population and household growth are evaluated using the Fixed Household Structure Method, applied to American Community Survey (ACS) data. This method ensures that persons-per-household (PPH) values are consistently applied across residential categories, yielding the following values for Barstow:

- Single-Family Residential — 2.914 persons per household
- Multiple-Family Residential — 2.896 persons per household
- Mobile-Home Dwelling Units — 1.956 persons per household

Barstow Demographic Justification

When combined with the 10-year development projections from the land use database, these PPH values provide a reliable basis for forecasting population growth. The resulting growth horizon

ensures that impact fee calculations are proportionate, legally defensible, and suf icient to maintain service levels across the full range of public facilities.

Summary of Methodology

In sum, the methodology proceeds in a logical sequence: (1) identify existing and potential development through the land use database; (2) apply demographic factors using the Fixed Household Structure Method to forecast population growth; (3) determine facility demand and identify projects required to maintain service standards; and (4) allocate the cost of those projects to new development through one-time impact fees. This structured approach ensures transparency, compliance with state law, and equity in the allocation of infrastructure costs across all land use types.

Nexus Methodologies

Development Impact Fees (DIFs) in Barstow are calculated using one of three legally recognized methodologies to establish the required "reasonable relationship" between new development and the infrastructure demands it creates. Each method is selected based on the type of facility, the planning context, and the quality of available data. These methodologies align with the *Impact Fee Nexus Study Template* (Terner Center for Housing Innovation at UC Berkeley, 2023) and are designed to ful ill the analytical requirements of AB-602.

Existing Inventory Method

Used for: Law Enforcement Facilities

- **Description**: This method charges new development a proportional buy-in to the value of the existing system that already provides service, allocating costs to land uses based on a consistent demand metric.
- **Application in Barstow**: For Law Enforcement Facilities, this method bases the fee on a proportional buy-in to the replacement value of the existing police system, allocating costs to land uses using calls-for-service (CFS) to maintain the current level of service as development occurs.

Planned Facility Method

Used for: Fire Facilities, Storm Drain Facilities, Circulation Development, and Wastewater (Sewer) System Facilities.

- **Description**: This method bases fees on the cost of planned capital projects required to accommodate growth, with costs identi ied in adopted plans, capital improvement programs, or documented project lists and allocated to land uses by an appropriate demand metric.
- **Application in Barstow**: For Fire Facilities, Storm Drain Facilities, Circulation Development, and Wastewater (Sewer) System Facilities, this method uses documented growth-related capital projects as the cost basis and allocates those costs to land uses using the program-speci ic demand metrics (calls-for-service, trip-miles, effective impervious acres, and gallons per day).

System Plan Method

Used for: Not applied in this study.

- **Description**: This method combines the value of the existing system with the cost of planned capacity expansions, allocating both components to land uses using calls-for-service (CFS) and summing them into a single fee per land use.
- **Application in Barstow**: This method is not applied in this study; it is summarized here for context and potential future use, where both existing-system value and planned capacity expansions would be combined under a single fee.

Net Impact Fee Application for Redevelopment and Expansions

This study applies development impact fees to the net increase in residential units or nonresidential square footage, consistent with California case law. In *Warmington Old Town Associates v. Tustin Unified School District* (101 Cal. App.4th 840), the court held that fees must re lect the additional burden created by development, not the full replacement value of demolished structures. This report follows that precedent, applying fees only to the incremental impact generated by new development.

A more detailed explanation of this legal basis is provided in Appendix E.

Level of Service (LOS) and Nexus Justification

This Nexus Study applies a Level of Service (LOS)–based methodology to de ine the relationship between new development and the need for public infrastructure. Under AB-602 (Gov. Code §66016.5), LOS serves as both the planning threshold and the legal nexus, anchoring the technical basis for determining each land use's fair share of capital improvement costs.

Establishing the Existing Level of Service

The irst step in compliance with AB-602 is identifying the existing LOS for each fee program category. LOS is measured in terms of capacity, performance, or coverage and re lects the level of infrastructure currently available to serve the existing community. This study uses quanti iable service metrics — such as calls-for-service, trip generation, impervious surface runoff coef icients, gallons per day of wastewater capacity, and facility square footage per capita — to de ine the existing standard.

This approach is consistent with Government Code §66016.5(a)(2)(B), which requires jurisdictions to identify the existing level of service and evaluate the cost of maintaining that level for new development. Each facility type is evaluated against its baseline LOS standard to ensure that fee revenue is proportionally allocated to maintain service levels in response to demand generated by new development. This prevents both overbuilding and underfunding and ensures legal compliance with the Mitigation Fee Act and AB-602.

Fee Program–Specific LOS Metrics

- **Law Enforcement Facilities:** LOS is based on calls-for-service generated by residential and nonresidential development, with facilities scaled to ensure police coverage keeps pace with demand.
- **Fire Facilities:** LOS is also based on calls-for-service. Facilities are expanded to maintain response capacity as the volume of service calls grows with development.
- **Circulation Development:** LOS is based on trip-ends generated by each land use type, with new development contributing proportionally to the roadway capacity needed to maintain circulation standards.
- **Wastewater (Sewer) System Facilities:** LOS is based on system capacity standards for wastewater collection, conveyance, and treatment. Development pays its share of costs to maintain adequate capacity.
- **Storm Drain Facilities**: LOS is based on the interaction between impervious surface area and the runoff coef icient associated with each land use type. Drainage facilities are expanded proportionally to the additional runoff generated by new development.

Together, these LOS standards establish the reasonable relationship required under AB-602 and the Mitigation Fee Act by linking the demand generated by new development to the facilities needed to maintain service levels. By clearly identifying existing standards and applying them consistently across all infrastructure categories, the City of Barstow ensures that development impact fees are equitable, transparent, and legally defensible.

AB-602 Compliance and Cost Allocation

This LOS-based approach is fully compliant with AB-602's statutory requirements, which mandate that development impact fees:

- Are based on a clearly de ined existing level of service;
- Demonstrate a quanti ied relationship between new development and facility need;
- Apply proportional cost allocation to ensure equity;
- Maintain—rather than improve—LOS for new residents; and
- Use transparent, data-driven methodologies to establish fee justi ications.

By applying fee program-speci ic LOS thresholds and linking them to measurable units of growth, this study ensures that new development funds only the share of capital improvements necessary to maintain existing service standards. This framework ensures both legal defensibility and iscal fairness in accordance with Government Code §66016.5.

Considerations for Intergenerational Equity

In addition to the statutory nexus requirements, this study incorporates a proportional analysis to demonstrate the intergenerational equity principle that acknowledges the signi icant capital investments the existing community has made to build and maintain Barstow's infrastructure.

Over time, residents and businesses have contributed to the development of public facilities through taxes, utility fees, and prior impact fees. These contributions have established the baseline levels of service re lected in the City's existing infrastructure network. To maintain fairness, the Development Impact Fee (DIF) program is structured to ensure that new development contributes a proportional share of costs to expand system capacity, rather than relying on the existing population to subsidize growth-related improvements.

Each fee program chapter in this report includes a benchmark comparison to the existing community's inancial investment in facilities. This comparison is used to demonstrate that the fees imposed on new development are consistent with what prior generations have paid to achieve the current level of service. While this proportional analysis is not a requirement under AB-602, it enhances transparency and helps demonstrate that the fee structure equitably balances the burden of infrastructure funding across generations.

Organization of the Report

The report is organized into chapters covering the analytical framework and facility-specific nexus findings, followed by appendices containing detailed supporting documentation.

- Chapter 1: Introduction
- Chapter 2: Growth and Forecast Demand Assumptions
- Chapter 3: Law Enforcement Facilities
- Chapter 4: Fire Facilities
- Chapter 5: Circulation Development
- Chapter 6: Storm Drain Facilities
- Chapter 7: Wastewater (Sewer) System Facilities

Appendices A–L: Supporting Documentation

These appendices compile the key inputs and supporting work products for the nexus study. They include the adopted Master Fee Schedule for development impact fees, technical bases such as persons-per-household and average residential size, the land use crosswalk used to translate General Plan and zoning into fee categories, and special applications, including the net-new fee analysis for Warmington and Old Town and the accessory dwelling unit calculation. They also provide program-specific detail (trip generation for the Circulation chapter and capital improvement project listings), comparative regional benchmarking, and attached AB 1600 annual reports. Together, these materials document assumptions, datasets, and calculations—presenting residential fees on a per-square-foot basis in alignment with AB-602—and support transparency and compliance with the Mitigation Fee Act.

Each fee program chapter includes:

- A project cost allocation table
- An Impact Fee Calculation Framework
- A benchmark comparison to the existing community's inancial investment in infrastructure

References

Terner Center for Housing Innovation at UC Berkeley. (2023). *Impact Fee Nexus Study Template.* Berkeley: California Department of Housing and Community Development.

End of Chapter

Chapter 2
Demographic and Land Use Assumptions

Introduction

This chapter establishes the demographic and land use assumptions that serve as the analytical foundation for Barstow's Development Impact Fee (DIF) Nexus Study. These assumptions quantify both existing conditions and the capacity for future growth, ensuring that infrastructure demands are measured against realistic development potential.

The analysis begins with Barstow's parcel-level land use database, which provides a comprehensive accounting of current development and remaining capacity under the City's General Plan. This database captures residential, commercial, industrial, and institutional land uses, and it is designed to support proportional allocation of capital improvement costs across all development categories.

Population growth assumptions are derived from the American Community Survey (ACS) and applied through the Fixed Household Structure Method, which standardizes persons per household (PPH) values across residential categories: Single-Family Residential, Multiple-Family Residential, and Mobile-Home Dwelling Units. This framework ensures consistency with the Mitigation Fee Act and Assembly Bill 602 (AB-602), which require jurisdictions to demonstrate transparency and proportionality in impact fee calculations.

By integrating these demographic factors with Barstow's land use database, the study provides a clear, transparent basis for forecasting growth, estimating service demand, and distributing infrastructure costs. Each subsequent chapter of this report relies on the assumptions documented here to ensure that new development contributes its fair and legally defensible share of capital facility costs.

Land Use Classifications

Barstow's land use classi ications form the foundation for projecting future development and allocating public facility costs under this Nexus Study. These classi ications are grounded in two core planning documents, the 6th-Cycle Housing Element (City of Barstow, Community Development Department, 2024) and the General Plan Land Use Element (City of Barstow, Community Development Department, 2015), which establishes the City's residential growth framework, allowable uses, intensities, and development capacity. The underlying land use database used in this Study was prepared by PlaceWorks, Inc., re lecting those documents' adopted policies and designations. The growth projections applied herein are derived directly from the PlaceWorks, Inc. database to ensure consistency with the City's adopted planning framework.

Residential Classifications

Residential development in Barstow is evaluated using the Fixed Household Structure Method, which standardizes persons per household (PPH) across three distinct residential categories:

- Single-Family Residential
- Multiple-Family Residential
- Mobile-Home Dwelling Units

These categories align with Barstow's current land use designations: Single-Family Residential corresponds to Single-Family Residential / Low-Density Residential (SFR/LDR); Multiple-Family Residential corresponds to Multiple-Family Residential / High-Density Residential (MFR/HDR); and mapped Mobile-Home areas (parks/overlays) are classi ied as Mobile-Home Dwelling Units. This alignment ensures each structure type is recognized and forecast with its own demographic factors, consistent with AB-602's transparency and proportionality standards.

Nonresidential Classifications

Nonresidential development is classi ied into broad categories that re lect differences in how land uses generate demand for public facilities. For Barstow, the General Plan designations are consolidated into the following standardized fee categories: Commercial Lodging Rooms; Retail, Commercial, & Service Uses; Industrial Uses; and Institutional Uses. A crosswalk in Appendix D maps General Plan designations (including Public/Quasi-Public and Mixed Use) to these study categories.

These standardized categories align with the City's current land use lists and are used consistently to assign fee units and allocate growth-eligible project costs:

- Commercial Lodging Rooms (Hotels and Motels)
- Retail, Commercial, & Service Uses
- Industrial Uses
- Institutional Uses

This structure ensures that nonresidential growth is measured consistently across the City while recognizing the unique characteristics of lodging uses. Although Barstow's General Plan does not identify "Hotels" or "Motels" as a separate land use designation, these uses are accommodated within applicable commercial zoning districts (e.g., community- and regional-scale commercial areas) under the City's development code. For nexus purposes, Commercial Lodging Rooms is treated as its own category, with facilities demand tied to overnight guest activity.

Crosswalk of Classifications

To maintain transparency and ensure that local land use designations are clearly tied to standardized nexus study categories, this study includes a crosswalk table (Appendix D). The crosswalk pairs each General Plan designation with its corresponding study category, clearly identifying how residential, commercial, industrial, institutional, and lodging uses are treated in the analysis. This appendix also

documents land uses excluded from the fee program, such as agriculture and permanent open space, consistent with nexus requirements.

Summary of Existing and Potential Development

The table below summarizes both existing development and future potential for each land use type. These igures are based on data supplied by PlaceWorks, Inc. and compiled by RCS through analysis of land use designations, zoning, and parcel-level conditions.

This comprehensive accounting of existing and future development serves as the base denominator in cost distribution for impact fee calculations, ensuring that each land use contributes proportionally to the capital infrastructure required to support anticipated growth.

Table 2-1

Summary of the Land Use Database						
Land Use Database Total	**Existing Development**		**Potential Development**		**Total Land Use Inventory**	
Land Use	Acres	Units/SF	Acres	Units/SF	Acres	Units/SF
Single-Family Residential	1,199.92	5,551.00	687.83	4,127.00	1,887.75	9,678.00
Multiple-Family Residential	147.84	3,364.00	129.90	2,598.00	277.74	5,962.00
Mobile-Home Dwelling Units	360.41	708.00	1.00	2.00	361.41	710.00
Commercial Lodging Rooms	54.22	1,687.00	5.14	160.00	59.36	1,847.00
Retail, Commercial, & Service Uses	580.25	4,112,807.00	151.26	1,976,717.00	731.51	6,089,524.00
Industrial Uses	541.32	2,965,058.00	710.80	12,384,962.00	1,252.12	15,350,020.00
Institutional Uses	513.44	3,079,728.00	178.50	1,073,243.00	691.94	4,152,971.00

Data Integrity and Source Justification:

To ensure compliance with AB-602's mandates for data transparency and defensible methodologies, the following principles guide the land use and demographic analysis in this study:

- Existing and Potential Development: All data has been compiled at the parcel level through Barstow's land use database, reconciled with the City's General Plan Land Use Element. This ensures accurate accounting of both existing conditions and realistic development opportunities under current entitlements and land use policies.

- Capacity Forecasts: Derived from the PlaceWorks-prepared land use database, which re lects the City's General Plan Land Use Element (2015) and 6th-Cycle Housing Element (2021–2029). Unit yields use adopted density standards and are adjusted to re lect feasible buildout potential over the study horizon.
- Nonresidential Floor Area: Measured in square feet, based on the PlaceWorks-prepared land use database. This format is intended to align commercial, industrial, institutional, and lodging uses with how the City entitles and tracks development.
- Demographic Characteristics: Persons-per-household (PPH) assumptions are derived using the Fixed Household Structure Method, based on ACS 5-Year Estimates (Tables B25032 and B25033). This method applies standardized PPH factors separately for Single-Family Residential, Multiple-Family Residential, and Mobile-Home Dwelling Units, ensuring proportionality and consistency with AB-602.

Importantly, while demographic characteristics such as population and PPH are best derived from ACS data, unit counts and land use inventories for Barstow's impact fee modeling rely primarily on local data sources, namely, the Land Use Element and Housing Element, to ensure jurisdiction-speci ic accuracy and reliability.

Persons Per Household (PPH) Assumptions

This section establishes the methodology for determining persons per household (PPH) by housing type to project population growth from new development and to ensure proportional fee allocation consistent with the Mitigation Fee Act and AB-602. PPH assumptions rely on public demographic data integrated with local land use information and are reconciled to the City of Barstow's Housing Element to provide a transparent and defensible basis for calculations.

Methodology

PPH assumptions are derived using the Fixed Household Structure Method, which standardizes demographic factors across three categories:

- Single-Family Residential
- Multiple-Family Residential
- Mobile-Home Dwelling Units

The Fixed Household Structure Method uses American Community Survey (ACS) ive-year estimates to determine average household size by structure type, pools owner-occupied and renter-occupied households, and reconciles the combined results against Barstow's locally adopted planning documents. This approach ensures that population-based fee calculations align with the City's growth forecasts and the standards of AB-602.

Data Sources

The following data sources provide the foundation for Barstow's PPH assumptions:

- United States Census Bureau, American Community Survey (ACS) 2019–2023 ive-year estimates, Tables B25032 and B25033, providing structure-type household counts and structure-type population totals.
- City of Barstow Land Use Database, providing parcel-based unit counts to apply raw PPH values and ensure internal consistency across infrastructure chapters.

PPH Results by Housing Type

Application of the Fixed Household Structure Method to Barstow's ACS data yields the following results:

- Single-Family Residential: 2.914 persons per household
- Multiple-Family Residential: 2.896 persons per household
- Mobile-Home Dwelling Units: 1.956 persons per household

These assumptions are used consistently throughout this study to project population growth attributable to new residential development and to allocate capital facility costs proportionally.

Table 2-2

Population Forecast			
Residential Category	**Potential Units**	**PPH**	**Forecast Population**
Single-Family Residential	4,127	2.914	12,026.078
Multiple-Family Residential	2,598	2.896	7,523.808
Mobile-Home Dwelling Units	2	1.956	3.912
Total	6,727	—	19,553.798

Methodology Summary

This chapter establishes the demographic and land use framework used throughout the City of Barstow Development Impact Fee Nexus Study. The following methodological steps ensure that the analysis is transparent, consistent with statutory requirements, and tailored to Barstow's planning context:

- **Land Use Database:** A parcel-level database of existing and potential development prepared by PlaceWorks, Inc., re lecting the City's *General Plan Land Use Element* and the *6th-Cycle Housing Element*.

- **Land Use Classifications:** General Plan designations are consolidated into standardized categories for fee analysis:
    - Residential: Single-Family Residential, Multiple-Family Residential, Mobile-Home Dwelling Units
    - Nonresidential: Commercial Lodging Rooms, Retail, Commercial, & Service Uses, Industrial Uses, Institutional Uses
    - A crosswalk appendix documents the reconciliation of General Plan categories into these study classi ications.
- **Demographic Assumptions:** Persons per household (PPH) calculated using the Fixed Household Structure Method (ACS 2019–2023; Tables B25032 and B25033):
    - Single-Family Residential: 2.914
    - Multiple-Family Residential: 2.896
    - Mobile-Home Dwelling Units: 1.956
- Population Forecasting: Potential units in each residential category were multiplied by their respective PPH factors to generate raw population forecasts. These forecasts serve as the demand denominator for allocating infrastructure costs proportionally to new residential growth.
- Nonresidential Forecasting: Growth in commercial, industrial, and institutional uses is measured in square feet, consistent with permitting practice, fee schedules, and nexus study conventions. Lodging growth is tracked separately by number of rooms, re lecting its unique demand characteristics.

By integrating local land use data with standardized demographic assumptions, this methodology ensures that new development in Barstow contributes its fair share of infrastructure costs, in full compliance with the Mitigation Fee Act and AB-602.

Summary of Findings

To ensure transparency and defensibility consistent with AB-602, this section summarizes the City's capital requirements at General Plan buildout, identi ies the share attributable to new development, outlines the portion that does not qualify for development impact fee inancing, and presents the recommended development impact fee schedules by land use type. Values and schedules are based on the City's inventory, capital needs, and fee calculations compiled in this report.

- **Land Use Database (LUDB):** The land use database for this Study was prepared by PlaceWorks, Inc. to re lect existing development and realistic potential under adopted City policies. Residential inventory is expressed in dwelling units, nonresidential in building square feet, and lodging in rooms. For household size, the analysis applies a ixed household

structure approach consistent with the City's Housing Element terminology. In this framework, Single-Family Residential is represented at 2.914 persons per household, Multiple-Family Residential at 2.896 persons per household, and Mobile-Home Dwelling Units at 1.956 persons per household. Applying these factors to the potential residential program yields a forecast population increase of 19,553.798 persons, comprised of 12,026.078 from Single-Family Residential, 7,523.808 from Multiple-Family Residential, and 3.912 from Mobile-Home Dwelling Units.

- **Measurement Units:** Unless expressly noted otherwise, residential and nonresidential fees are assessed per square foot, and Commercial Lodging is assessed per Room.
- **Local Counts vs. ACS:** Local administrative counts establish land use quantities (units, square footage, and rooms). ACS data are used only for demographic ratios, speci ically, persons-per-household by residential category, under the ixed household structure method. Earlier placeholder ACS ratios have been superseded by Barstow-speci ic factors to maintain consistency with adopted City documents and local conditions.
- **Data Integrity & Reproducibility:** The Study standardizes land use labels—Single-Family Residential, Multiple-Family Residential, and Mobile-Home Dwelling Units for residential; Commercial Lodging Rooms, Retail, Commercial, & Service Uses, Industrial Uses, and Institutional Uses for nonresidential. It documents the equation used to convert the residential program to service population (PPH × dwelling units) and applies a uniform units convention, with nonresidential measured in square feet and lodging measured per room. Of icial source quantities and program values are used as stated without rounding. Calculated rates and factors are displayed to three decimals, and counts (units, rooms, square feet) are shown as integers. Together, these practices make inputs and conversions transparent, repeatable, and defensible for nexus purposes.

Capital Improvement Program, Total Requirements and Funding Allocation

The capital improvement program compiles a single, citywide set of facility needs over the planning window and organizes them by fee program in the following order: Law Enforcement Facilities; Fire Facilities; Circulation Development; Storm Drain Facilities; Wastewater (Sewer) System Facilities. For each program, total requirements include fee-relevant capital projects and, where applicable, the value of existing assets necessary to maintain the level of service.

Funding allocation proceeds in three steps: (1) subtract non-development money irst (e.g., grants, restricted revenues, external contributions) from each project/program; (2) determine the growth share under the applicable nexus method (Existing Inventory or Planned Facility), removing any existing-bene it portion; and (3) carry the remainder forward as the fee-eligible share for distribution by land use demand factors. Fee schedules are presented per square foot for residential and nonresidential development, with Commercial Lodging assessed per Room. Numerical presentation follows a consistent rounding policy: three decimals for values and calculated factors unless otherwise speci ied; integers for counts (units, rooms, and square feet).

Table 2-3

Total Identified Capital Project Costs by Infrastructure Type	
Infrastructure Type	Total – All DIF Projects
Law Enforcement Facilities	$25,175,298
Fire Facilities	$36,316,632
Circulation Development	$155,300,000
Storm Drain Facilities	$2,100,000
Wastewater (Sewer) System Facilities	$87,269,000
Subtotal DIF-Related Projects	$306,160,930
Non-Development Generated Projects	$0
Total Report Identified Projects	$306,160,930

Recommended Development Impact Fees

Based on these costs and the tables presented at the end of each subsequent chapter, costs attributable to future development were derived on a per square foot basis for residential and per square foot of building area for nonresidential land uses. Table 2-4, found at the end of this chapter, provides a summary of the recommended development impact fee tables for each type of infrastructure and land use category. The total recommended maximum development impact fees for each of the eight DIF Land Use Types are summarized below.

Table 2-4

Recommended Development Impact Fees	
DIF Land Use Type	Recommended Development Impact Fees
Single-Family Residential	$14.21 per SF
Multiple-Family Residential	$16.16 per SF
Mobile-Home Dwelling Units	$11.59 per SF
Commercial Lodging Rooms	$8,246 per Room
Retail, Commercial, & Service Uses	$27.27 per SF
Industrial Uses	$10.11 per SF
Institutional Uses	$7.78 per SF

References

City of Barstow, Community Development Department. (2015). *General Plan (2015–2020), Land Use Element*. Barstow: City of Barstow.

City of Barstow, Community Development Department. (2024). *2021–2029 Housing Element*. Barstow: City of Barstow.

End of Chapter

Chapter 3
Law Enforcement Facilities

Purpose and Scope

Purpose: The purpose of the Law Enforcement Facilities Fee is to ensure that new development funds its fair and proportional share of the capital facilities required to maintain the City of Barstow's existing level of police service. Growth in residential and nonresidential land uses generates additional calls-for-service, which increases the workload on sworn of icers and the facilities, leet, equipment, and specialty resources that support them. While fee revenues cannot be used for operational costs such as salaries, bene its, or overtime, they may be used to inance capital improvements needed to expand law enforcement capacity so that the current level of service is preserved as development occurs. Under the Existing Inventory Method, the fee is based on the replacement value of the existing police system and the additional of icers, station space, vehicles, of icer equipment, and specialty equipment required to maintain the established ratio of calls-for-service per of icer. Fee-eligible improvements are allocated to land uses in direct proportion to the growth-related calls-for-service they generate.

Scope of Improvements: The Law Enforcement Facilities Fee will fund capital facilities and equipment required to support additional sworn of icers and staff needed to serve growth while maintaining the City's existing level of service. Eligible improvements are limited to capital assets that expand Barstow's law enforcement capacity and do not include day-to-day operations or staf ing costs. Speci ically, the fee program will support the following categories of improvements:

- Police Station Facilities — construction and expansion of police station space and associated training areas necessary to accommodate additional sworn of icers and supporting personnel required to maintain the established calls-for-service workload per of icer.
- Police Vehicles — growth-related additions to the patrol and support leet required to maintain the City's adopted leet-to-of icer ratio and preserve response capability as call volumes increase.
- Sworn Of icer Assigned Equipment — procurement of duty weapons, protective gear, communications equipment, and other assigned equipment needed to out it new sworn of icers recruited to serve growth-related calls-for-service.
- Specialty Equipment — capital specialty equipment required to support added sworn of icers, including patrol ri les, shotguns, tactical and protective equipment, forensic and evidence-processing tools, and other specialized systems necessary to maintain the existing level of service as staf ing grows.

Expenditures from the Law Enforcement Facilities Fee are restricted to these categories and may not be used for personnel salaries, ongoing operations, or like-for-like replacement of existing capacity that does not add growth-related system capacity.

Scope of Beneficiaries: All residents and businesses within the City of Barstow bene it from the availability of effective police protection and response. Law enforcement services safeguard public safety, property, and quality of life throughout the community. New development generates additional calls-for-service, which increases demand on the City's police system. Without expansion of facilities and equipment, this added demand would reduce the current level of service to both new development and to the existing community.

Existing residents have already contributed to the City's law enforcement system through prior investments in facilities, equipment, and staf ing. The Law Enforcement Facilities Fee ensures that new development funds its proportional share of the capital improvements required to accommodate growth, so that the existing level of service is preserved while extending equivalent service to new development.

Scope of Nexus: The Law Enforcement Facilities Fee is based on the direct relationship between new development, the calls-for-service that it generates, and the capital facilities required to accommodate that demand. As new residential units and nonresidential loor area are developed in Barstow, they generate additional calls-for-service, which increases the workload on sworn of icers and the supporting police system. Maintaining the existing level of service requires that this growth be matched with proportional increases in of icer staf ing, facility space, and equipment.

Calls-for-service are used as the measure of demand because they provide a transparent and quanti iable link between land use types and the level of police service required. Existing call generation rates for different land uses are applied to the City's growth forecasts to project the total increase in future service demand attributable to new development. This growth-related demand is then translated into the number of additional of icers and support facilities required to maintain the existing level of service.

Not all calls-for-service are included in this analysis. To establish a fair and defensible relationship between land use and demand, only those calls that can be attributed to the City's fee-bearing land use categories are used to calculate call generation rates. Calls unrelated to land use, such as administrative calls, of icer-initiated activity, or incidents occurring in locations outside of the de ined land use categories, are excluded. This ensures that the fee is based solely on the demand created by new development and not on calls that are unrelated to growth.

By apportioning the cost of new facilities in direct proportion to growth-related calls-for-service, the Law Enforcement Facilities Fee ensures that each type of development funds only its fair share of the capital facilities needed to serve it.

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Table 3-1

Existing Calls-for-Service			
Land Use	Units/SF	Existing Calls-for-Service	Call Generation Rate
Single-Family Residential	5,551	5,830	1.050
Multiple-Family Residential	3,364	5,190	1.543
Mobile-Home Dwelling Units	708	1,060	1.497
Commercial Lodging Rooms	1,687	260	0.154
Retail, Commercial, & Service Uses	4,112,807	6,550	1.593
Industrial Uses	2,965,058	1,520	0.513
Institutional Uses	3,079,728	830	0.270
Total	-	21,240	-

Note: For nonresidential categories, calls-for-service generation rates are expressed per 1,000 square feet (KSF); quantities are shown in total square feet (SF).

Existing System

Background. The City of Barstow provides municipal law enforcement through a full-service police department that serves approximately 40 square miles and a resident population of just over 23,000, while functionally supporting a service area of roughly 60,000 due to regional travel corridors (Interstates 15 and 40, State Route 58, and Historic Route 66).

The department's organization balances frontline operations with specialized capabilities: Patrol handles citywide irst response and traf ic enforcement; Detectives manage major investigations; and the Records Bureau provides administrative support and public records processing. Specialized resources include a K-9 unit assigned to Patrol and participation in task-focused operations as needed. A structured volunteer program ("Citizens on Patrol" and Explorer programs) augments sworn staf ing by performing non-enforcement duties so of icers can prioritize ield response. Current facilities and contact points are centered at 220 E. Mountain View St., Suite B.

Further details on facilities, leet, staf ing, and workload metrics appear in the following Assets and Infrastructure and Level of Service subsections.

Assets and Infrastructure. The Barstow Police Department provides law enforcement services from an existing system of facilities, vehicles, and of icer equipment. The Department operates from its headquarters police station and associated facilities totaling 20,554 square feet of building space, which accommodate administrative of ices, patrol operations, investigative units, and supporting functions and comprise the building area used to deliver service at the established level of service.

In addition to building facilities, the Department maintains a fleet of 43 vehicles that provide first-response capability across the City. The fleet includes 18 patrol vehicles, 1 admin van, 3 detective sedans, 2 admin trucks, 3 radar sign/message board units, 3 SUV admin units, 3 K-9 SUVs, 2 motorcycles, 4 school resource officer vehicles, 1 traffic unit vehicle, 2 animal control trucks, and 1 VIPS vehicle.

The Department has identified 36 sworn officers. Each officer is issued a full equipment kit (e.g., duty weapon, radio, and related protective and communication gear) to support effective response to calls-for-service.

Taken together, the police facilities, vehicles, and officer equipment form the infrastructure that enables the City of Barstow to deliver police services and maintain its existing level of law enforcement protection.

Existing Financial Commitment: The value of Barstow's current law enforcement system can be expressed in terms of the replacement cost of its facilities, vehicles, equipment, and related investments. Law enforcement building space is valued using a public safety building model at $1,281 per square foot; the City applies this standard to all public safety facilities because construction-cost escalation is difficult to track, and these buildings must meet higher design and operational standards. The estimated replacement value of the existing system is as follows:

- Sworn Officer Assigned Equipment: $363,816
- Law Enforcement Vehicle Fleet: $1,994,300
- Specialty Equipment (Other): $541,840
- Law Enforcement Building Space: $26,333,311
- Fund Balance: $77,176

Total Existing Financial Commitment (Replacement Value + Fee Fund Balance): $29,310,443

The replacement value represents equity in the current system that has been funded by existing residents and businesses through past taxes, assessments, and other local revenues.

Level of Service: The City of Barstow's existing level of service for law enforcement is measured by the workload relationship between sworn officers and the calls-for-service they respond to on an annual basis.

In calendar year 2024, the Barstow Police Department employed 36 sworn officers. These officers responded to citywide calls-for-service over the year. Of this total, 21,240 calls-for-service can be assigned to residential or nonresidential land uses and are therefore used to establish call generation rates for purposes of this fee program. This subset of calls equates to an average workload of about 590 calls-for-service per officer per year.

This calls-per-officer ratio establishes the City's baseline level of service for nexus purposes. As new development generates additional calls-for-service, maintaining this standard requires the addition of sworn officers, along with the necessary facility space, vehicles, and equipment to support them.

The Law Enforcement Facilities Fee is structured to ensure that growth funds the capital improvements necessary to sustain this level of service, so that the City's existing community does not experience a decline in protection as new development occurs.

Growth and Demand

Growth Inputs: Growth inputs represent the potential development capacity identi ied in the City's land use database. Residential potential is measured in dwelling units, and nonresidential potential is measured in square feet of loor area. These inputs are used to allocate future calls-for-service proportionally across land uses for the nexus analysis.

Method: The nexus analysis relies on calls-for-service as the measure of demand. Calls-for-service provide a transparent and quanti iable way to link land use types to police workload, and to project the additional demand created by new development.

In calendar year 2024, the Barstow Police Department responded to 29,140 total calls-for-service citywide. For the purpose of this fee analysis, only those calls that can be assigned to speci ic land use categories are used. This approach ensures that the fee program is based on the demand generated by development, not on calls that cannot be tied to land use.

After iltering, 21,240 calls-for-service remain that can be directly attributed to residential units or nonresidential loor area. Calls excluded from the analysis include those that occur in public rights-of-way, traf ic stops, or other incidents in locations that are not attributable to fee-bearing land uses. By isolating calls in this way, the analysis ensures that the resulting call generation rates re lect the demand created by development.

The next step is to calculate call generation rates by dividing the number of iltered calls by the units or loor area of each land use category. These rates represent the ongoing demand generated by each type of development. By applying these rates to the City's projected growth in residential units and nonresidential loor area, the analysis estimates the incremental calls-for-service attributable to new development. This projection forms the basis for determining the additional of icers, facilities, and equipment required to maintain the City's established level of service as growth occurs. The results of this calculation are presented in the following table, which shows the projected growth-related calls-for-service by land use category.

For nonresidential categories, calls-for-service generation rates are expressed per 1,000 square feet (KSF); inventories are maintained in square feet (SF) and converted as SF ÷ 1,000 when applying the rates, while the adopted fee schedules are presented in dollars per square foot (Commercial Lodging per Room).

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Table 3-2

Growth-Related Calls-for-Service			
Land Use	Units/SF	Growth-Related Calls-for-Service	Call Generation Rate
Single-Family Residential	4,127	4,333	1.050
Multiple-Family Residential	2,598	4,009	1.543
Mobile-Home Dwelling Units	2	3	1.497
Commercial Lodging Rooms	160	25	0.154
Retail, Commercial, & Service Uses	1,976,717	3,149	1.593
Industrial Uses	12,384,962	6,353	0.513
Institutional Uses	1,073,243	290	0.270
Total	-	18,162	-

Note: For nonresidential categories, calls-for-service generation rates are expressed per 1,000 square feet (KSF); quantities are shown in total square feet (SF). Adopted fee schedules are presented in dollars per square foot (Commercial Lodging per Room).

Resulting Service Demand: Application of call generation rates to the City's projected growth in residential and nonresidential development results in approximately 18,162 additional calls-for-service each year at buildout. Growth-related calls (18,162 per year) are the additional calls expected when the land use database is built out. Added to today's 21,240 land use assignable calls-for-service, the total land use assignable calls would be about 39,402 per year at buildout.

This increase represents roughly an 86% growth in demand on the City's police system at buildout. To maintain the established level of service of 590 calls per of icer per year, the City will need to add sworn of icers, along with the supporting facilities, vehicles, and equipment required to accommodate the growth-related workload.

Capacity Implications: The City's call generation analysis indicates that growth will add approximately 18,162 calls-for-service per year at buildout—an increase of about 86% over the current land use assignable workload. To preserve the established level of service of approximately 590 calls-for-service per of icer, this additional demand requires the addition of 31 sworn of icers above current staf ing levels, together with the facilities, leet, of icer equipment, and specialty equipment needed to support those positions. Maintaining the existing calls-per-of icer ratio under future conditions, therefore, entails providing suf icient police station building space, vehicles, assigned of icer equipment, and specialty equipment so that new of icers can be deployed without diluting service to the existing community. The growth-related capital program in this chapter is scaled from these of icer needs and is allocated to land uses in proportion to growth-related calls-for-

service, ensuring that each development type funds only its fair share of the capacity required to maintain the City's current level of police service as development occurs.

Allocation by Land Use: The cost of providing new law enforcement facilities must be distributed across land use categories in proportion to the demand they generate. This ensures that each type of development funds only its fair share of the improvements needed to maintain the City's established level of service.

Using call generation rates with a calendar year 2024 baseline of 21,240 land use-assignable calls-for-service, growth-related calls total 18,162 per year and are allocated among land uses as follows:

- Single-Family Residential — 4,333 calls (23.86%)
- Multiple-Family Residential — 4,009 calls (22.07%)
- Mobile-Home Dwelling Units — 3 calls (0.02%)
- Commercial Lodging Rooms — 25 calls (0.14%)
- Retail, Commercial, & Service Uses — 3,149 calls (17.34%)
- Industrial Uses — 6,353 calls (34.98%)
- Institutional Uses — 290 calls (1.60%)

This distribution shows that Industrial and Residential development categories account for the majority of future law-enforcement demand, while commercial and institutional uses contribute smaller but measurable shares. Costs for new facilities, vehicles, and equipment will be apportioned in proportion to these call shares, ensuring that no category pays more than the demand it creates.

Capacity Sizing and Capital Program: To size the law enforcement capital program, this study applies the City's existing level of service of approximately 590 calls-for-service per of icer to the 18,162 growth-related calls identi ied in the nexus analysis. This workload requires 31 additional sworn of icers to maintain the current calls-per-of icer ratio at buildout. Station building space for these positions is derived from the Police Department's existing square-foot-per-of icer ratio, while growth-related leet additions, sworn of icer assigned equipment, and specialty equipment are sized using established per-of icer ratios and unit costs. The combined cost of these capacity components, net of the existing Law Enforcement Facilities Impact Fee fund balance, de ines the growth-related law enforcement capital program. This amount is then allocated to land use categories in direct proportion to their shares of growth-related calls-for-service, ensuring that each development type contributes only its fair share of the facilities needed to maintain the City's established level of police service as development occurs.

Law Enforcement Projects

Project ID: LE-001

Project Title: Police Station Capacity

Description: Construction of additional police station building space required to house 31 new sworn of icers needed to maintain the existing calls-for-service workload of approximately 590 calls per of icer. The facility space is derived from the Police Department's current square-foot-per-of icer

ratio and provides work areas, brie ing and report spaces, interview rooms, storage, and other functional capacity necessary to deploy the additional of icers without diluting the existing level of service.

Size/Scope: 17,701 square feet of growth-eligible station building area (based on the existing square-foot-per-of icer standard).

Location: Police Department

New Development Share: 100% – $22,678,113 (funded with Law Enforcement Facilities Impact Fees)

Existing Community Share: 0% – $0 (non-growth cost, funded from other sources)

Total Cost: $22,678,113

Timing: 2026–2036

Project ID: LE-002

Project Title: Growth-Related Police Fleet Additions

Description: Acquisition of police leet vehicles required to maintain the Department's adopted leet-to-of icer ratio as 31 new sworn of icers are added to serve growth. The additional vehicles include patrol units and support units needed to sustain response capacity, visibility, and ield supervision at the existing level of service. Unit costs re lect current patrol and specialty vehicle capital pricing.

Size/Scope: 39 growth-related leet units (based on the 1.25 vehicles-per-of icer ratio).

Location: Police Department

New Development Share: 100% – $1,717,314 (funded with Law Enforcement Facilities Impact Fees)

Existing Community Share: 0% – $0 (non-growth cost, funded from other sources)

Total Cost: $1,717,314

Timing: 2026–2036

Project ID: LE-003

Project Title: Sworn Of icer Assigned Equipment

Description: Procurement of duty weapons, protective gear, radios, and other essential equipment needed to out it 31 new sworn of icers at the Department's established equipment standard. These

items provide the core operational capability required for safe and effective police response and must be added to maintain the existing level of service as staf ing increases.

Size/Scope: 31 of icer equipment kits (unit cost derived from existing system equipment allocation).

Location: Police Department

New Development Share: 100% – $313,286 (funded with Law Enforcement Facilities Impact Fees)

Existing Community Share: 0% – $0 (non-growth cost, funded from other sources)

Total Cost: $313,286

Timing: 2026–2036

Project ID: LE-004

Project Title: Specialty Law Enforcement Equipment

Description: Acquisition of specialty equipment necessary to support 31 new sworn of icers, including patrol ri les, shotguns, tactical and protective gear, forensic equipment, evidence-processing tools, and other specialized items required to maintain the City's existing level of service. These items expand operational capability proportionate to growth-related staf ing increases and are limited to capital equipment rather than ongoing operations or like-for-like replacement.

Size/Scope: Specialty equipment associated with 31 new personnel (based on per-of icer specialty equipment cost).

Location: Police Department

New Development Share: 100% – $466,584 (funded with Law Enforcement Facilities Impact Fees)

Existing Community Share: 0% – $0 (non-growth cost, funded from other sources)

Total Cost: $466,584

Timing: 2026–2036

Cost Basis and Estimating Assumptions

The law enforcement capital program is sized using of icer-based ratios derived from the City's existing system and the established level of service of approximately 590 calls-for-service per of icer. Growth-related calls-for-service require 31 additional sworn of icers at buildout, and all capital needs in this program are scaled directly from those of icer requirements.

Police station capacity costs are based on the City's current public-safety police facility construction cost of $1,281 per square foot, applied to the growth-eligible building area derived from the

Department's existing square-feet-per-of icer ratio. Police vehicle costs are based on the Department's adopted vehicles-per-of icer ratio, applied to the 31 additional of icers, with unit costs re lecting fully equipped patrol and support vehicles. Sworn of icer assigned equipment costs are derived from the Department's standard per-of icer equipment kit, including duty weapons, protective gear, radios, and other required assigned items necessary to maintain the existing level of service. Specialty equipment costs are based on the Department's per-of icer standard for specialized capital equipment, including patrol ri les, shotguns, tactical and protective gear, forensic and evidence-processing tools, and other specialized items required to support the additional of icers.

Only growth-related capital capacity is included in the fee calculation. Operational costs, staf ing costs, routine maintenance, and like-for-like replacement that does not add capacity are excluded. The existing Law Enforcement Facilities Impact Fee fund balance is credited before costs are allocated, and the net growth-related capital cost is distributed to land uses in proportion to their shares of growth-related calls-for-service.

Allocation of Project Costs

The total growth-related Law Enforcement Facilities capital program cost is irst reduced by the existing Law Enforcement Facilities Impact Fee fund balance of $77,176, so new development is not charged for capacity already funded. As shown in the Master Distribution Sheet, after applying this credit, the net cost to be allocated to growth is $25,098,122. This net amount is allocated to land use categories in direct proportion to their shares of the 18,162 growth-related calls-for-service (CFS) identi ied in the growth analysis. Using CFS as the allocation basis ensures each type of development funds its fair and proportional share of law enforcement facilities based on the demand it generates.

Derivation of Maximum Justified Fees

The maximum justi ied fees for the Law Enforcement Facilities Fee are derived by dividing the allocated capital program costs for each land use category by the corresponding measure of new development. For residential categories, fees are expressed on a per-square-foot basis. Average dwelling unit sizes are applied to projected new units to establish total new residential loor area, and allocated costs are divided by this loor area to calculate the fee in dollars per square foot, consistent with Assembly Bill 602 (AB-602).

For nonresidential categories, calls-for-service (CFS) are measured on a per 1,000 square feet basis to estimate demand and develop call generation rates. When calculating fees, the allocated costs are divided by total new loor area (not by 1,000-square-foot units) so the resulting nonresidential fees are stated in dollars per square foot, consistent with AB-602. For Commercial Lodging Rooms, fees are stated per Room.

All calculations are performed using unrounded igures to maintain accuracy. Rounding is applied only when presenting the fee schedule for adoption. The City Council may adopt fees at or below the maximum justi ied amounts shown.

The following table presents the allocation of project costs by land use category and the resulting maximum justi ied fees.

Table 3-3

Allocation of Development Cost per Land Use				
Land Use	Growth-Related Calls-for-Service	Percentage of Growth-Related Calls-for-Service	Allocation of Expansion Costs	Development Impact Fee Per SF/Room
Single-Family Residential	4,333	23.86%	$5,987,786	$1.048/SF
Multiple-Family Residential	4,009	22.07%	$5,540,049	$2.527/SF
Mobile-Home Dwelling Units	3	0.02%	$4,146	$1.926/SF
Commercial Lodging Rooms	25	0.14%	$34,548	$216/Room
Retail, Commercial, & Service Uses	3,149	17.34%	$4,351,612	$2.201/SF
Industrial Uses	6,353	34.98%	$8,779,230	$0.709/SF
Institutional Uses	290	1.60%	$400,752	$0.373/SF
Total	18,162	100%	$25,098,122	-

Existing Community Financial Commitment Comparison

The Mitigation Fee Act requires impact fee programs to account for existing funding so new development pays no more than its fair share. Barstow's latest AB 1600 Development Impact Fee Report con irms an existing Law Enforcement Facilities Impact Fee fund balance of $77,176. This balance is recognized in the fee calculation to avoid overcharging new development.

The existing community's equity is embodied in facilities, vehicles, equipment, and prior investments already in service. The current system's replacement value is estimated at $29,310,443 across of icer-assigned equipment, the vehicle leet, specialty equipment, and building space—establishing the baseline level of service funded by existing residents and businesses.

Importantly, this replacement value has been allocated to land use categories using the same methodology applied to the development impact fee calculation itself. By applying consistent measures of demand and cost allocation, the analysis allows for a direct, apples-to-apples comparison between the contribution already made by the existing community and the investment required from new development to maintain the established level of service.

This consistency ensures transparency and defensibility, demonstrating that the fee program does not impose a disproportionate burden on new development but instead aligns future contributions with the standard established by the existing community.

The following table presents the allocation of the existing system replacement value across land uses. This allocation is provided for equity comparison only and is not added to the fee calculation.

Table 3-4

Allocation of Existing Cost per Land Use				
Land Use	Existing Calls-for-Service	Percentage of Existing Calls-for-Service	Allocation of Existing Costs	Existing Financial Commitment Per SF/Room
Single-Family Residential	5,830	27.45%	$8,045,192	$0.969/SF
Multiple-Family Residential	5,190	24.44%	$7,162,015	$2.496/SF
Mobile-Home Dwelling Units	1,060	4.99%	$1,462,762	$1.886/SF
Commercial Lodging Rooms	260	1.22%	$358,791	$213/Room
Retail, Commercial, & Service Uses	6,550	30.84%	$9,038,767	$2.198/SF
Industrial Uses	1,520	7.16%	$2,097,546	$0.707/SF
Institutional Uses	830	3.91%	$1,145,370	$0.372/SF
Total	21,240	100%	$29,310,443	-

Fee Schedule and Summary

The following table presents the maximum justi ied Law Enforcement Facilities Fees for the City of Barstow. These fees are derived from the proportional allocation of the $25,098,122 (net of fund balance) law enforcement capital program to land use categories based on their share of growth-related calls-for-service. Fees are expressed on a per square foot basis for all categories except Commercial Lodging Rooms, which is presented per Room, in compliance with AB-602.

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Table 3-5

Summary of Proposed Development Impact Fees	
Land Use	Per SF/Room
Single-Family Residential	$1.048/SF
Multiple-Family Residential	$2.527/SF
Mobile-Home Dwelling Units	$1.926/SF
Commercial Lodging Rooms	$216/Room
Retail, Commercial, & Service Uses	$2.201/SF
Industrial Uses	$0.709/SF
Institutional Uses	$0.373/SF

The maximum justi ied fees represent the highest defensible fee levels supported by this study. The City Council retains the discretion to adopt fees at or below these levels as a matter of policy.

Current Law Enforcement Facilities Development Impact Fees

The City of Barstow maintains an active Law Enforcement development impact fee (DIF) program. The Assembly Bill 1600 (AB 1600) Annual Report shows a Law Enforcement DIF ending balance of $77,176 at June 30, 2023, with the preliminary June 30, 2024, balance reconciling to the same amount after year-end adjustments.

Current fees (Master Fee Schedule, FY 2025/26):

- Single-Family Dwelling: $267.53 per unit
- Multi-Family Dwelling: $2,200.82 per unit
- Commercial Lodging: $202.90 per Room
- Commercial/Of ice Uses: $0.0709 per square foot
- Industrial Uses: $0.00 per square foot

These are the currently adopted rates. The maximum justi ied fees calculated in this chapter will be presented alongside the adopted rates for City Council consideration; the Council may adopt fees at or below the maximum justi ied amounts.

Note: "Commercial/Office Uses" is quoted verbatim from the Master Fee Schedule; for this chapter's adopted categories, office space is encompassed within Retail, Commercial, & Service Uses.

Five Findings

In accordance with the Mitigation Fee Act, the following findings support the imposition of the Law Enforcement Facilities Impact Fee:

1. **Purpose of the Fee**

   The purpose of the fee is to fund the expansion of police facilities, vehicles, and equipment necessary to maintain the City's established level of service as new development generates additional calls-for-service.

2. **Use of the Fee**

   Fee revenues will be used to finance the construction and expansion of police station space, acquisition of additional police vehicles, purchase of officer equipment, and related facility improvements identified in this study.

3. **Relationship Between the Fee's Use and the Type of Development**

   New development generates additional calls-for-service, which increase the demand for police response, facilities, and equipment. Fee revenues will be used to expand capacity so that law enforcement services remain at the established standard.

4. **Relationship Between the Need for Facilities and the Type of Development**

   The need for expanded police facilities arises directly from the calls-for-service generated by new residential and nonresidential land uses. By allocating costs in proportion to calls generated, the fee ensures that each land use contributes in accordance with the demand it creates.

5. **Relationship Between the Amount of the Fee and the Cost Attributable to Development**

   The amount of the fee is calculated by dividing each land use's allocated share of the $25,098,122 (net of fund balance) law enforcement facilities capital program by its measure of new development, per square foot for residential and nonresidential land uses and per Room for Commercial Lodging, ensuring that no land use is charged more than its proportional share of the cost of facilities needed to serve growth.

Implementation and Compliance Notes

Adoption and Program Structure. The City will adopt the Law Enforcement Facilities development impact fee (DIF) by Council action after adopting the supporting nexus study. The City will be responsible for imposing, collecting, and administering the fee. Revenues are restricted to eligible law enforcement facilities and improvements identified in this study, including police station expansion,

substations, remodels, or other building capacity projects, as well as associated growth-related vehicles and of icer equipment.

Fund Accounting and Reporting. A separate Law Enforcement Facilities DIF fund/account has been established and will be maintained. All fee revenues (and interest) will continue to be deposited into this account and expended only for the purposes identi ied in this study. The City will publish the annual AB 1600 report (Gov. Code §66006) and make the ive-year indings for any unexpended balance (Gov. Code §66001(d)). Any existing fund balance will be carried forward within this account and restricted to eligible, growth-related capital uses identi ied herein. If the City cannot make the required ive-year indings, any remaining balances must be refunded as provided by law.

Administration and Schedule Management. Fees are due at the time of building permit issuance. The fee schedule shall be indexed annually to an appropriate construction-cost index such as the Engineering News-Record (ENR) Building Cost Index. The City will maintain a public, up-to-date fee schedule and post the nexus study and schedule on its website for transparency.

Use of Funds (Eligibility). Expenditures are limited to the growth-related share of projects that add law enforcement capacity. Eligible uses include planning, land acquisition (if needed), design, permitting, construction, remodel, and expansion of facilities; acquisition and deployment of patrol and staff vehicles; and of icer equipment and specialty equipment directly tied to growth. Expenditures for like-for-like replacements that do not add capacity, staf ing, operations, or general police service costs are not eligible.

Program Applicability. Fees apply to net new development (additions minus removals) as de ined in this study. The City may program Law Enforcement Facilities DIF revenues anywhere in the city where a listed project maintains the established level of service for the community.

End of Chapter

Chapter 4
Fire Facilities

Purpose and Scope

Purpose: The Fire Facilities development impact fee (DIF) ensures that new development in the City of Barstow pays its fair, proportionate share of the capital costs required to maintain the City's established level of ire protection and emergency medical service (EMS). The fee is capital-only and may fund Fire Facilities station facilities and supporting capital necessary to serve additional calls-for-service (CFS); it does not fund staf ing, operations, routine maintenance, or rolling stock. The program is structured to comply with the Mitigation Fee Act (Government Code § 66000 et seq.) and Assembly Bill 602 (AB-602), documenting a reasonable relationship between development, service demand, and facility needs. In Barstow, services are provided by the Barstow Fire Protection District (BFPD), a City-governed (dependent) ire district.

The nexus is grounded in CFS and level of service (LOS) metrics: as residential and nonresidential development occurs, it generates additional calls that require corresponding Fire Facilities station capacity and supporting capital to preserve the existing LOS. Growth quantities and land use categories follow the study's demographic and land use framework to ensure proportional allocation of costs by development type.

The fee applies citywide to net new development (additions minus demolitions) across the following land use categories: Single-Family Residential, Multiple-Family Residential, Mobile-Home Dwelling Units, Commercial Lodging Rooms, Retail, Commercial, & Service Uses, Industrial Uses, and Institutional Uses. Fees are presented in dollars per square foot for residential and nonresidential development, and in dollars per Room for Commercial Lodging.

Scope of Improvements: The Fire Facilities development impact fee (DIF) funds growth-related capital improvements that add new Fire Facilities station capacity so the City can maintain its established level of ire service as calls-for-service increase with buildout. Eligible improvements include the planning, design, land acquisition, permitting, construction, and site and building work necessary to deliver fully functional station capacity and supporting facilities required to place that capacity into service. This fee is limited to capitalized, growth-serving station facilities and does not fund staf ing, operations, like-for-like replacement that does not add capacity, or routine maintenance. Rolling stock and similar non-facility items are not part of this fee's cost basis and are addressed through separate District and City funding programs.

Scope of Beneficiaries: The Fire Facilities impact fee bene its people and property citywide by maintaining Barstow's established level of ire and emergency medical service (EMS) as growth occurs. Although reliable emergency response bene its everyone, the fee is charged to new development because those projects create the incremental demand—measured as added calls-for-service (CFS)—that requires additional station capacity and related capital.

Under Barstow's service model, the Barstow Fire Protection District (BFPD) provides staf ing, leet, and operations, while the capital program inances facilities and other growth-related capital needed

to preserve the existing level of service (LOS). Accordingly, the direct bene iciaries are developments that add demand on station capacity; the fee is restricted to eligible capital costs and does not fund staf ing, operations, or routine maintenance.

The fee applies to net new development across the study's residential and nonresidential land use categories listed earlier in this chapter. Cost responsibility is apportioned using adopted call generation factors—per dwelling unit for residential and per 1,000 square feet (KSF) for nonresidential—with demolitions or reductions recognized where applicable. The Mobile-Home Dwelling Units category is maintained as a distinct residential class to re lect its observed service demand.

Scope of the Nexus: The Fire Facilities impact fee is based on a direct relationship between new development, the additional calls-for-service (CFS) it generates, and the facility capacity, together with eligible growth-serving capital, required to maintain the City's established level of service. Table 4-1, Existing Calls-for-Service and Call Generation Rates, lists the verified baseline calls by land use and the corresponding call generation rates used in this chapter.[1] The baseline reflects calendar year 2024 incidents within the City of Barstow, derived from the National Fire Incident Reporting System (NFIRS).

To establish those rates, the City allocates verified 2024 calls across existing land use and unitizes demand. Residential call generation rates are developed per dwelling unit. For nonresidential uses, rates are developed and presented on a per 1,000 square feet (KSF) basis for analytical consistency; quantities are shown as total square feet. Values shown in the tables are rounded for display, while underlying calculations use unrounded figures so totals reconcile.

The same call generation rates from Table 4-1 are then applied to the City's growth inputs, including additions and removals where applicable, to estimate anticipated calls-for-service by land use. The resulting increase in calls defines the facility capacity and other eligible growth-related capital that must be provided through the Fire Facilities program to preserve the existing level of service.

Program costs are limited to the growth-related share of eligible capital necessary to maintain the level of service and are allocated to development in proportion to each category's share of anticipated calls. This approach ensures that growth pays only its fair, proportionate share, does not remedy existing deficiencies, and does not raise the level of service for the existing community, consistent with the Mitigation Fee Act and AB-602.

[1] Mobile-home incidents are not separately identified in Barstow's 2024 incident extract. A mobile-home call generation factor was derived from multi-city observations used by RCS. For this chapter, 165 calls are assigned to Mobile-Home Dwelling Units. To keep the 2024 citywide total unchanged, an equal number of calls are proportionally reclassified from the residential categories—75 percent from Single Family Dwelling Unit and 25 percent from Multifamily Dwelling Units. Calculations use unrounded figures; published values are rounded for display.

Table 4-1

2024 Existing Calls-for-Service			
Land Use	Units/SF	Existing Calls-for-Service	Call Generation Rate
Single-Family Residential	5,551	3,166	0.570
Multiple-Family Residential	3,364	685	0.204
Mobile-Home Dwelling Units	708	165	0.233
Commercial Lodging Rooms	1,687	387	0.229
Retail, Commercial, & Service Uses	4,112,807	990	0.241
Industrial Uses	2,965,058	75	0.025
Institutional Uses	3,079,728	297	0.096
Total	-	5,765	-

Note: For nonresidential categories, call generation rates are expressed per 1,000 SF (KSF); quantities are shown as total SF.

Existing System

Background: The Barstow Fire Protection District (BFPD) originated as a volunteer organization in 1926 and, over subsequent decades, evolved into an all-hazards agency with professional staffing and paramedic capability. Early milestones included the acquisition of the district's first motorized apparatus in 1926 and the expansion to paramedic service in the late 1970s.

Today, the district provides citywide first response within the City of Barstow under a dependent-district governance model. Facilities include Station 361 at 861 Barstow Road and Station 363 at 2600 West Main Street.

Assets and Infrastructure: The Fire Facilities program is anchored by the District's fixed facilities and the deployable resources assigned to them. The existing system consists of two stations providing citywide coverage: Station 361 at 861 Barstow Road and Station 363 at 2600 West Main Street. Based on District records, Station 361 is situated on a 73,000 square-foot site (1.67 acres) with approximately 17,500 square feet of station space, and Station 363 is situated on a 30,178 square-foot site with approximately 5,300 square feet of station space. Stations provide apparatus bays, crew quarters, decontamination and turnout areas, storage, and rooms that support administration and training. Facility work needed to bring new capacity online can include site and utility upgrades, structural and mechanical, electrical, and plumbing systems, finishes, and specialized station components such as turnout extractors, decontamination showers, and radio and information technology rooms to support 24-hour operations.

The apparatus inventory includes structural engines and key support units aligned with the District's service profile. Examples from District records include a Type 1 engine fleet spanning multiple manufacturers and vintages—such as Unit 325 (1995 E-One Century, Type 1), Unit 327 (2001 KME Excel, Type 1), and Unit 331 (2013 Pierce Arrow XT, Type 1)—providing first-due fire response capacity across stations. A water supply support unit is present in the form of a water tender (Unit 342, 2005 International Harvester), which supplements hydrant availability and sustains fire flow where supply or access conditions warrant additional capacity. The inventory also includes a rescue and medic squad assignment (for example, Unit 309, 2019 Ford F-350 Super Cab squad) supporting emergency medical service and multi-company operations. These examples illustrate the broader fleet composition documented by the District for existing service delivery.

Specialty equipment and fit-out support daily operations within existing facilities. District records include protective ensembles for crews, self-contained breathing apparatus with spare cylinders and fill support, HAZMAT and decontamination kits for all-hazards readiness, cardiac monitors and defibrillators and related emergency medical service devices, portable and mobile radios and associated communications equipment, thermal imaging cameras, hose and appliances sized to company assignments, ground ladders, and the station and apparatus tools and fixtures necessary for ongoing response and training functions.

Existing Financial Commitment: The existing Fire Facilities system represents a substantial capital investment by current development. The City and Barstow Fire Protection District (the District) provided updated station replacement inputs so the existing system benchmark can be presented on an apples-to-apples basis consistent with the Station 363 cost estimate. Using the April 2025 STK Architecture cost basis (see Appendix H) and associated land assumption, the replacement value of the two existing fire stations (Stations 361 and 363) totals $36,825,854. This updated station benchmark reflects current planning-level replacement costs for station facilities and site/land consistent with the cost basis used for the capital improvement program. The restricted Fire Facilities fee fund balance of $7,337 remains available to offset a portion of the growth-related capital program. The total existing Fire Facilities financial commitment, including stations, other existing Fire Facilities assets as shown in Table 4-4, and the fund balance, is presented in the updated benchmark summary.

Level of Service: Level of service (LOS) is the anchor for this chapter: it quantifies current fire and emergency medical demand by land use, and it provides the benchmark we must preserve as new development occurs. Using District records for calendar year 2024, the verified baseline is 5,765 calls-for-service attributable to the study's fee-bearing land use categories within the City of Barstow. This baseline reflects NFIRS-derived incident data as compiled for the study year.

To measure current demand, the study reconciles total calls-for-service to land use and derives call generation rates: per dwelling unit for residential development and, for nonresidential development, analytically per 1,000 square feet. Values shown in Table 4-1 are rounded for display; underlying calculations use unrounded figures so totals reconcile.

Expressed in system terms, the City's established Fire Facilities LOS is reflected by maintaining the current calls-for-service per station relationship. The verified baseline of 5,765 calls-for-service is

currently supported by two stations, and this calls-per-station benchmark is the service standard preserved at buildout. Growth-related calls are therefore translated into station-equivalent capacity needs, and the Fire Facilities capital program is sized to maintain this benchmark as development occurs.

To measure future demand, the same call generation rates are applied to net growth (additions minus demolitions) by land use to estimate anticipated calls-for-service at buildout. The resulting increase in calls defines the station capacity and other eligible growth-serving capital that must be provided so the community's established level of service is maintained as development occurs. This approach ties capacity needs directly to demand and ensures proportional allocation of costs to the land uses that generate that demand.

Growth and Demand

Growth Inputs: Growth inputs re lect the quantity of new development expected over the planning horizon by land use. Residential growth is measured in dwelling units; nonresidential growth is measured in building square feet; and commercial lodging is measured in rooms. Call generation rates from Table 4-1 are applied to these quantities to estimate anticipated calls-for-service by land use, and those calls are then used to distribute the growth-related share of identi ied ire projects proportionally across development categories so each pays only its fair, defensible share. For nonresidential uses, rates are developed analytically on a per 1,000 square feet (KSF) basis and are presented in the tables per 1,000 square feet (KSF); the unit conversion is already carried through in the displayed values. Values shown in the tables are rounded for display, while underlying calculations use unrounded igures so totals reconcile. The treatment of the mobile-home category is documented in the Scope of the Nexus section.

Table 4-2 summarizes the growth quantities, call generation rates, resulting growth-related calls-for-service, and each category's share of growth-related calls, which together form the basis for allocating project costs by land use in the subsequent allocation table and for presenting the fee schedule per square foot (commercial lodging per Room) consistent with AB-602.

Method: This analysis converts veri ied 2024 Barstow incidents into call generation rates and applies those rates to the growth quantities to estimate anticipated calls by land use. Only incidents attributable to the fee land use categories are used to establish rates. Residential rates are developed per dwelling unit; for nonresidential uses, rates are developed analytically per 1,000 square feet (KSF) and presented in the tables per 1,000 square feet (KSF). Values shown in the tables are rounded for display, while underlying calculations use unrounded igures so totals reconcile precisely.

Applying the rates from Table 4-1 to the City's growth inputs produces the anticipated calls-for-service by land use summarized in Table 4-2. In Barstow, these growth-related calls are used to distribute the growth-related share of identi ied ire projects proportionally across development categories. The resulting fee schedule is presented in dollars per square foot for development and dollars per Room for commercial lodging, consistent with AB-602.

Table 4-2

Growth-Related Calls-for-Service			
Land Use	Units/SF	Growth-Related Calls-for-Service	Call Generation Rate
Single-Family Residential	4,127	2,352	0.570
Multiple-Family Residential	2,598	530	0.204
Mobile-Home Dwelling Units	2	0.5	0.233
Commercial Lodging Rooms	160	37	0.229
Retail, Commercial, & Service Uses	1,976,717	476	0.241
Industrial Uses	12,384,962	310	0.025
Institutional Uses	1,073,243	103	0.096
Total	-	3,808	-

Note: For nonresidential categories, call generation rates are expressed per 1,000 SF (KSF); quantities are shown as total SF.

Consistent with the Law Enforcement chapter, existing calls-for-service are calculated by applying the adopted ire call generation rates to existing dwelling units, rooms, and nonresidential loor area (with nonresidential rates stated per 1,000 square feet). Growth-related calls-for-service use the same rates applied to potential (new) units, rooms, and square feet. Total rows do not sum mixed units; only calls are totaled.

Resulting Service Demand: Applying the adopted call generation rates to Barstow's growth inputs yields 3,808 growth-related calls-for-service (Table 4-2). By category, the distribution is: Single-Family Residential 2,352 calls (61.757%), Multiple-Family Residential 530 calls (13.916%), Retail, Commercial, & Service Uses 476 calls (12.498%), Industrial Uses 310 calls (8.140%), Institutional Uses 103 calls (2.705%), Commercial Lodging Rooms 37 calls (0.972%), and Mobile-Home Dwelling Units less than one call (0.012%). As demonstrated in Table 4-3, these shares form the basis for allocating the growth-related portion of identi ied ire project costs across land uses.

Capacity Implications: The Fire Facilities fee program is designed to maintain the City's established level of ire service as growth increases calls-for-service (CFS). The veri ied baseline of 5,765 CFS represents the current workload served by the District's existing stations. At buildout, new development is projected to generate an additional 3,808 CFS. To preserve the existing level of service, the District must add suf icient Fire Facilities station capacity and supporting station-related capital so the future system can accommodate this increase in demand without degrading response capability.

The increase in CFS is translated into station-equivalent capacity needs consistent with the current calls-per-station relationship. Because Fire Facilities must be delivered as complete, functional stations and cannot be constructed in fractional increments, the City and Barstow Fire Protection District will meet the growth-related capacity requirement through one new ire station facility. This project delivers the added station capacity and supporting facilities necessary to place new response capacity into service under buildout conditions. The Fire Facilities development impact fee funds only the growth-related share of this added station capacity, with costs allocated proportionally based on growth CFS by land use as shown in Table 4-2.

Allocation by Land Use: Growth-related costs are allocated to land uses in direct proportion to each category's share of the 3,808 growth-related calls-for-service. Using the call shares from Table 4-2, the distribution is: Single-Family Residential 61.757%, Multiple-Family Residential 13.916%, Retail, Commercial, & Service Uses 12.498%, Industrial Uses 8.140%, Institutional Uses 2.705%, Commercial Lodging Rooms 0.972%, and Mobile-Home Dwelling Units 0.012%. For exact call counts, see Table 4-2. These percentages determine each land use's proportional responsibility for the growth-related share of identi ied ire project costs, with the allocation summarized in Table 4-3.

Capacity Sizing, Capital Program: The Fire Facilities capital program is sized directly from calls-for-service (CFS) to ensure the City maintains its established level of ire service as buildout occurs. The current system serves 5,765 CFS with two stations. Buildout growth is projected to add 3,808 CFS, as shown in Table 4-2. Maintaining the existing calls-per-station relationship requires additional station capacity equivalent to approximately 1.321 stations. Because Fire Facilities must be delivered as complete, functional stations and cannot be constructed in fractional increments, the City and Barstow Fire Protection District will meet this growth-related requirement through one new ire station facility rather than two separate stations. This approach preserves the existing level of service while providing the real-world, operable station capacity needed to serve buildout demand.

The new station is the sole Fire Facilities capital project in this program (FD-001). The project scope is de ined by the District and the City as a full-service growth station and includes the station building and all supporting facilities, site improvements, and operational support elements required to place added response capacity into service under buildout conditions. The total project cost is $36,316,632, as documented in the April 2025 STK Architecture cost estimate (see Appendix H). Consistent with this chapter's framework, the Fire Facilities fee funds only the growth-related share of the new ire station facility capital costs, and costs are allocated proportionally to new development based on growth CFS by land use. Staf ing, operations, routine maintenance, and rolling stock are excluded from fee eligibility.

Fire Facilities Projects

Project ID: FD-001

Project Title: New Fire Station Construction

Description: Construct a new full-service growth ire station facility to add capacity serving buildout demand. The project includes the primary ire station building and supporting station facilities, site improvements, and operational support elements required to place added response capacity into service and maintain the District's established level of service as calls-for-service increase with growth. Consistent with the District's basis of record, the estimated scope includes associated support facilities such as an apparatus-related support building and modular support facilities. The project excludes like-for-like replacement and routine maintenance. Detailed project scope, component descriptions, and cost documentation are provided in the April 2025 STK Architecture estimate, which serves as the District's basis of record (see Appendix H).

Size/Scope: New station facility construction totaling 30,709 square feet of building space.

Location: Barstow Fire Protection District (citywide)

New Development Share: 100% – $36,316,632 (funded with Fire Facilities Impact Fees)

Existing Community Share: 0% – $0 (non-growth cost, funded from other sources)

Total Cost: $36,316,632

Timing: 2026–2036

Cost Basis and Estimating Assumptions

All project costs and estimating assumptions in this chapter were provided by the Barstow Fire Protection District (the District). The study applies the District's April 2025 STK Architecture estimate as the current basis of record for project scope and costs, re lecting recent construction pricing and planning assumptions. The District's STK Architecture estimate constitutes the basis of record for project scope and cost detail, and the study applies those values as provided for nexus sizing and allocation.

The District's estimates are stated in study-year dollars and re lect a replacement-cost basis. Station cost documentation follows the District's parametric assumptions for building and site work, including structure, interior build-out, mechanical, electrical, and plumbing systems, life-safety systems, communications and information technology, site improvements, and other code-required elements. Planning-level soft costs (environmental review, design, permitting, testing and inspections, project and construction management, and closeout) and contingencies are included at the levels designated by the District within the STK basis-of-record estimate.

The included scope re lects the facilities required to place added response capacity into service and preserve the current calls-for-service per-station level of service. Consistent with the Mitigation Fee Act and AB-602, the Fire Facilities fee program is limited to capitalized, growth-serving station facility costs. Like-for-like replacement that does not increase capacity, staf ing, operations, and routine maintenance are excluded from impact fee eligibility. Rolling stock is not part of this fee's cost basis.

To maintain clarity given this District-provided cost basis, project narratives identify what the project delivers in terms of added station capacity, and eligible costs are allocated using the growth-related call shares shown in Table 4-2. Figures are presented in whole dollars in narrative, with underlying calculations preserved at full precision in the model to ensure exact reconciliation in the tables. Any future adjustment to project scope, costs, or the fee schedule shall be considered and adopted only through the City's legally compliant fee-update process under the Mitigation Fee Act and AB-602.

Allocation of Project Costs

The Fire Facilities capital program totals $36,309,295 after applying the existing Fire fund balance. Project costs are assigned to development categories in direct proportion to their shares of growth-related calls-for-service. Each category's allocation is calculated as its growth calls divided by the citywide total of 3,808, multiplied by the program total; in formula form: allocation = (category growth calls ÷ 3,808) × $36,309,295. Calculations use unrounded values so totals reconcile exactly; amounts may be rounded for display in the table.

Derivation of Maximum Justified Fees

The Fire Facilities capital program totals $36,309,295 after applying the existing Fire fund balance. To derive fee rates, the program cost assigned to each development category (from Table 4-3, Allocation of Fire Facilities Program Costs) is converted to a charge per development unit of measure consistent with AB-602. For residential, fees are presented per square foot: each category's allocation is divided by total new residential loor area for that category, calculated as units multiplied by the assumed average unit size (Single-Family Residential, Multiple-Family Residential, and Mobile-Home Dwelling Units are each converted this way). For nonresidential, fees are presented per square foot; Commercial Lodging is per Room (call generation rates for nonresidential are per 1,000 square feet).

The allocation basis is the distribution of growth-related calls-for-service shown in Table 4-2, which totals 3,808 calls for Barstow. Computations use unrounded values so totals reconcile exactly; if the City elects to round published fee rates at adoption, rounding will be applied uniformly and documented. This method links each category's fee directly to its growth-related calls-for-service share while preserving AB-602's presentation requirements and ensuring charges re lect net new development. Allocated program costs by land use are shown in Table 4-3, and the resulting maximum justi ied Fire Facilities fee rates are summarized in Table 4-5.

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Table 4-3

Allocation of Development Cost per Land Use				
Land Use	Growth-Related Calls-for-Service	Percentage of Growth-Related Calls-for-Service	Allocation of Expansion Costs	Development Impact Fee Per SF/Room
Single-Family Residential	2,352	61.76%	$22,423,585	$3.926/SF
Multiple-Family Residential	530	13.92%	$5,052,934	$2.304/SF
Mobile-Home Dwelling Units	0.5	0.01%	$4,443	$2.064/SF
Commercial Lodging Rooms	37	0.97%	$352,752	$2,205/Room
Retail, Commercial, & Service Uses	476	12.50%	$4,538,107	$2.296/SF
Industrial Uses	310	8.14%	$2,955,490	$0.239/SF
Institutional Uses	103	2.70%	$981,985	$0.915/SF
Total	3,808	100%	$36,309,295	-

Existing Community Financial Commitment Comparison

This section discloses the community's existing investment in Fire Facilities and benchmarks it against current development. This disclosure is required to demonstrate that existing residents and businesses have already funded a substantial share of the City's ire protection capital plant, and to ensure that new development is charged only for its fair, proportional share of added capacity needed to maintain the established level of service. The City's capital "equity" is the current replacement value of the ire protection capital plant together with the existing restricted program fund balance. Using the same STK basis-of-record cost structure applied to the updated Fire Facilities program, the replacement value of the existing stations totals $36,825,854. For purposes of the existing equity comparison, the full replacement value of all existing Fire Facilities assets totals $39,142,199 as shown in Table 4-4. That value is allocated across land uses in proportion to veri ied calendar year 2024 calls-for-service attributable to the study's fee-bearing land use categories within the City of Barstow (5,765 calls, reconciled as described earlier). The allocation expresses, for each land use category, the share of the existing system that is currently supporting today's level of service, and it functions as a benchmark to con irm that the Fire Facilities fee program does not shift existing community costs onto new development. In addition, the City maintains a restricted fund balance dedicated to the Barstow Fire Protection District (the District) capital program of $7,337. Together, these igures represent a total existing inancial commitment of $39,149,536.

Table 4-4, Existing Community Financial Commitment Comparison, reports the allocation amounts by land use and provides a "current inancial commitment" equivalent for context—per unit for

Single-Family Residential, Multiple-Family Residential, and Mobile-Home Dwelling Units; per Room for Commercial Lodging; and per square foot for Retail, Commercial, and Service Uses, Industrial Uses, and Institutional Uses. These equivalents are benchmarking disclosures only; they are not fee rates and do not alter the Fire Facilities capital program. Operational expenses and routine maintenance are excluded.

Table 4-4

Allocation of Existing Cost per Land Use				
Land Use	Existing Calls-for-Service	Percentage of Existing Calls-for-Service	Allocation of Existing Costs	Existing Financial Commitment Per SF/Room
Single-Family Residential	3,166	54.92%	$21,501,869	$2.590/SF
Multiple-Family Residential	685	11.88%	$4,650,130	$1.620/SF
Mobile-Home Dwelling Units	165	2.86%	$1,120,254	$1.444/SF
Commercial Lodging Rooms	387	6.71%	$2,628,078	$1,564/Room
Retail, Commercial, & Service Uses	990	17.17%	$6,722,990	$1.635/SF
Industrial Uses	75	1.30%	$509,317	$0.172/SF
Institutional Uses	297	5.15%	$2,016,897	$0.655/SF
Total	5,765	100%	$39,149,536	-

Fee Schedule and Summary

This section presents the maximum justi ied Fire Facilities fees by converting each development category's allocated share of the $36,309,295 Fire Facilities capital program (from Table 4-3) into fee rates. Using the growth-related calls-for-service basis in Table 4-2, fees are shown per square foot for all categories except Commercial Lodging, which is presented per Room, consistent with AB-602. Published fee rates are shown to $0.001. The City may adopt fees up to, but not exceeding, these maximum justi ied amounts. The capital program funds growth-related station facility capacity and supporting station improvements required to place added response capacity into service; rolling stock, staf ing, operations, and routine maintenance are excluded from this fee program. Fee recovery is limited to the growth share attributable to new development.

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Table 4-5

Summary of Proposed Development Impact Fees	
Land Use	Per SF/Room
Single-Family Residential	$3.926/SF
Multiple-Family Residential	$2.304/SF
Mobile-Home Dwelling Units	$2.064/SF
Commercial Lodging Rooms	$2,205/Room
Retail, Commercial, & Service Uses	$2.296/SF
Industrial Uses	$0.239/SF
Institutional Uses	$0.915/SF

The fees above represent the maximum justi ied amounts. The City Council retains discretion to adopt fees at or below these levels as a matter of policy.

Current Fire Facilities Development Impact Fees

The City of Barstow maintains an active Fire Facilities development impact fee (DIF) program. The Assembly Bill 1600 (AB 1600) Annual Report shows a Fire DIF ending balance of $7,336.52 at June 30, 2023, with the preliminary June 30, 2024 balance reconciling to the same amount after year-end adjustments.

Current fees (Master Fee Schedule, FY 2025/26):

- Detached Dwelling Units: $785 per dwelling unit
- Attached Dwelling Units: $606 per dwelling unit
- Mobile-Home Dwelling Units: $494 per dwelling unit
- Commercial Lodging: $446 per Room
- Commercial/Office Uses: $0.053 per square foot
- Industrial/Manufacturing Uses: $0.027 per square foot

These are the currently adopted rates. The maximum justified fees calculated in this chapter will be presented alongside the adopted rates for City Council consideration; the Council may adopt fees at or below the maximum justified amounts.

Note: "Commercial/Office Uses" is quoted verbatim from the Master Fee Schedule; for this chapter's adopted categories, office space is encompassed within Retail, Commercial, & Service Uses.

Five Findings

1. **Purpose of the Fee**

   The purpose of the Fire Facilities development impact fee is to ensure that new development in the City of Barstow pays its fair and proportionate share of the capital costs necessary to provide ire protection and emergency response at the City's established level of service. The program includes City-owned ire stations and associated capital components only; operating costs, staf ing, maintenance, and other non-capital expenditures are excluded.

2. **Use of the Fee**

   Fee revenues will be used solely for capital improvements that add or expand City-owned station facility capacity, including land acquisition (if required), planning, environmental review, design, permitting, construction, and related site or building work. Expenditures are limited to the growth-related share of such improvements and include the capital projects identi ied in the Fire Facilities program totaling $36,309,295, as shown in Table 4-3. Fees will not fund operations, routine maintenance, rolling stock, or like-for-like replacements that do not increase capacity.

3. **Relationship Between the Fee's Use and the Type of Development**

   New development across the study's land use categories—Single-Family Residential, Multiple-Family Residential, Mobile-Home Dwelling Units, Commercial Lodging Rooms, Retail, Commercial, & Service Uses, Industrial Uses, and Institutional Uses—generates additional calls-for-service that draw upon station facility capacity. Fee revenues are applied to station facilities that provide citywide coverage and directly serve the incremental demand created by those developments.

4. **Relationship Between the Need for Facilities and the Type of Development**

   The need for additional ire-station capacity is quanti ied by applying Barstow-speci ic call generation rates from Table 4-1 to net new development, producing 3,808 growth-related calls-for-service (Table 4-2). Recognized removals reduce the calculated need. The planned facility improvements maintain a workload consistent with the current level of service as growth occurs, establishing a reasonable relationship between the identi ied facilities and the demand generated by each development type.

5. Relationship Between the Amount of the Fee and the Cost Attributable to Development

The Fire Facilities capital program cost of $36,309,295 is allocated to development categories in proportion to each category's share of growth-related calls (Table 4-3, using the call distribution in Table 4-2). Those allocations are converted to fee rates—per square foot for all land use categories except Commercial Lodging, which is per Room—with published rates shown to $0.001. This approach ensures each development type pays only for the cost of capacity attributable to its own demand, satisfying the proportionality requirements of the Mitigation Fee Act and AB-602.

Implementation and Compliance Notes

Adoption and Program Structure: The City of Barstow will adopt the Fire Facilities development impact fee (DIF) by City Council action following adoption of the supporting nexus study. The City is the imposing and administering agency and will collect, manage, and account for the fee consistent with the City's AB 1600 annual schedule and reporting. Revenues are restricted to capital that expands or adds capacity consistent with this program. The Barstow Fire Protection District (the District) provides fire and EMS service and operates the stations; no outside agency coordination or fund transfer is required.

Fund Accounting and Reporting: The City maintains a dedicated Fire Facilities DIF account as reported in the City's AB 1600 Annual Report. All fee revenues and accrued interest are deposited to this account and expended only for the purposes stated in this study. The City will continue to publish the annual Development Impact Fee Report (Gov. Code §66006) and prepare the five-year findings required under Gov. Code §66001(d) for any unexpended balance. If the City cannot make the required five-year findings, the remaining balance will be refunded as provided by law.

Administration and Schedule Management: The City will state when fees are due, typically at building-permit issuance, and authorize annual indexing to a recognized construction-cost index. The City will maintain and publish the current fee schedule and post both the nexus study and the adopted schedule on its website for transparency and public access.

Use of Funds (Eligibility): Expenditures are limited to the growth-related share of capital that adds station facility capacity, including planning, environmental review, design, permitting, construction, and the site and building work necessary to place a new station into service. Like-for-like replacements that do not increase capacity, as well as staffing, operations, routine maintenance, and rolling stock, are not eligible uses of this fee.

City Project Administration: Fire Facilities DIF revenues may be used only for projects approved by the City Council and listed in the adopted Fire Facilities capital program. All expenditures will be documented and reported in the annual AB 1600 report. Any interfund transfer must preserve full accounting detail and comply with Mitigation Fee Act requirements for eligibility, tracking, and reversion timing.

Program Applicability: The Fire Facilities DIF applies to net new development (additions minus removals) as defined in this study. The City may program Fire Facilities DIF revenues toward any eligible project within the City that maintains the established fire service level for the community.

End of Chapter

Chapter 5
Circulation Development

Purpose and Scope

Purpose: The purpose of this chapter is to establish and implement the City of Barstow's Circulation Development program by setting maximum justi ied fees and administration consistent with the Mitigation Fee Act (Government Code § 66000 et seq.) and AB-602. This update recalibrates costs for current construction escalation, aligns methodology and presentation with current statutory requirements, and refreshes the capital project list and growth inputs to ensure continued funding adequacy and compliance with state law.

Barstow's transportation infrastructure—including roadways, intersections, traf ic signals, bridges, and access/egress facilities—serves both existing residents and businesses as well as new development. Without additional investment, the increase in vehicle trips generated by growth would erode the performance of the City's mobility network, leading to unacceptable congestion and diminished levels of service (LOS). The Circulation Development program addresses this by identifying the system improvements needed to maintain adopted service standards and allocating a proportionate share of those costs to new development based on measurable trip demand from net new development.

In establishing this update, the City recognizes the integrated nature of its transportation system. While speci ic projects are identi ied in this chapter, the purpose of the program is to support an interconnected roadway network consistent with the City's General Plan and Circulation Element. The fee program is structured to balance equity between existing and future users, maintain mobility standards across the City's service area, and ensure that growth contributes proportionally to the infrastructure necessary to sustain the City's adopted LOS.

Scope of Improvements: The Circulation Development program is limited to capital improvements that expand or enhance the City's roadway and mobility network to accommodate demand generated by new development. Eligible improvements under this program include:

- Street widening and extensions — adding capacity on existing corridors and extending new roadway segments consistent with the General Plan and Circulation Element.

- Intersections and signalization — new traf ic signals and signal upgrades or modi ications, turn pockets, channelization, and related intersection control measures that improve traf ic low and safety.

- Access and egress improvements — turn lanes, approach and exit treatments, and frontage elements that ensure adequate connection to the roadway system.

- Systemwide operations and safety — traf ic control devices, signing and striping, communications and Intelligent Transportation Systems (ITS), and corridor safety or operational upgrades necessary to sustain network performance.

- Sidewalks and pedestrian lighting — sidewalk gap closures, Americans with Disabilities Act (ADA) curb ramps, crosswalks, and lighting when constructed as part of an eligible roadway or intersection project or as a corridor operations and safety improvement.

- Bridges and structures — new bridge capacity or bridge replacements that maintain network connectivity and level of service, where identi ied in the City's project list (including freeway overcrossings).

The program excludes operations, routine maintenance, and stand-alone recreational amenities not functionally tied to an eligible roadway, intersection, or bridge project. The project list presented in this chapter re lects the portion of the City's transportation capital needs that may be funded through development impact fees and includes representative categories such as full-width and half-street widenings, traf ic signal installations and upgrades, sidewalk and lighting corridors, and bridge projects.

Scope of Beneficiaries: The Circulation Development program provides systemwide bene its to both existing and new development in the City. Capacity and operations improvements, such as street widenings, intersection and signal upgrades, bridges, and corridor safety and operations elements, enhance the ef iciency and safety of the transportation network for all users.

Financial responsibility is assigned to growth because new development introduces additional trips that create the need for added capacity. Existing development has already contributed to today's system through prior public investments and previously collected impact fees. To maintain equity, this program allocates the cost of eligible improvements to new development in proportion to the trip demand it generates.

For consistency with prior chapters, bene iciaries are organized by the same adopted land use categories used throughout this report. The fee distribution follows those categories without restating them here, ensuring proportionality while avoiding redundancy.

Scope of Nexus: The Mitigation Fee Act requires that a reasonable relationship, or nexus, be established between new development and the public facilities funded through development impact fees. For transportation, this relationship is demonstrated by linking the additional vehicle trips generated by new development to the roadway, bridge, and traf ic improvements necessary to accommodate those trips.

The Circulation Development program measures this relationship through the concept of trip demand, system bene it, and proportional cost. As new residential and nonresidential development occurs, it generates additional trips that contribute to congestion and increase the need for roadway, intersection, signal, and bridge improvements. These projects ensure that the City's transportation network continues to operate safely and ef iciently as growth takes place.

While existing residents and businesses also bene it from these improvements, their contribution has already been made through past investments and fees. The fee program is structured so that the added travel demand from new development does not diminish existing mobility levels, thereby maintaining equity between existing and future users.

The total cost of improvements required to maintain the City's adopted level of service is divided between existing and new development based on measurable indicators of trip demand. New development's cost share is then proportionally allocated to development categories according to the relative impact of each use type. The detailed methodology used to quantify trip demand and allocate costs is presented later in this chapter.

Through this structure, the Circulation Development program demonstrates the required nexus between new development and the transportation improvements that serve it. The methodology ensures that fees are proportionate to impacts, that bene its are reasonably related to those who pay, and that the program complies fully with the Mitigation Fee Act and AB-602.

Existing Facilities

Asset and Infrastructure: The City maintains a roadway and circulation system that provides mobility for residents, businesses, and visitors. The network consists of a hierarchy of City streets—principally arterials and collectors—together with signalized intersections, traf ic control devices, and roadway lighting. These facilities form the baseline network that must be maintained as the community grows.

Within the roadway network, the current asset inventory identi ies approximately 28.3 miles of Primary Arterials (100-foot right-of-way), 14.9 miles of Secondary Arterials (80-foot right-of-way), and 21.4 miles of Collectors (60-foot right-of-way).

Intersections and traf ic signals are critical control points within this system. The inventory includes 22 Intersection Signal Improvements, 22 fully actuated traf ic signals, and 10 simple two-way traf ic signals.

Traf ic control and signage support safe operations and way inding throughout the City. The signage inventory is tracked; the installed count is being inalized and will be incorporated when con irmed.

Street lighting infrastructure enhances nighttime visibility and supports pedestrian safety along the roadway network. The current inventory includes 1,053 safety light poles (city-owned).

Existing Financial Commitment: The City's circulation system re lects substantial prior investment by existing residents and businesses. The network of arterials and collectors—together with controlled intersections, traf ic control devices, and roadway lighting—forms the capital foundation for mobility across the City. At current replacement values, the inventoried roadway system totals $144,880,000 in construction value. The associated right-of-way cost for these corridors is $96,373,942, bringing the combined roadway system value to $241,253,942.

The inventory of intersections and signals comprises 22 intersection signal improvements with a total value of $7,700,000, 22 fully actuated traf ic signals with a total value of $8,250,000, and 10 simple two-way traf ic signals with a total value of $2,250,000. Street lighting infrastructure includes 1,053 city-owned safety light poles with a total value of $8,424,000. Traf ic control and signage are tracked in the inventory; the installed street signs line item does not yet have a populated value and will be incorporated when con irmed.

Taken together, these igures demonstrate the scale of the community's existing contribution to the transportation network. The purpose of the Circulation Development program is not to retroactively charge existing development, but to ensure that new development contributes its fair, proportionate share toward the capacity and operational improvements needed to preserve mobility and safety standards as growth occurs.

Level of Service: For purposes of this program, transportation service is de ined in terms of the trip demand generated by land uses, rather than the traditional Highway Capacity Manual (HCM) letter-grade framework. HCM LOS is valuable for diagnosing operational performance at a location—e.g., whether an intersection needs improvement based on delay or volume-to-capacity—but it does not apportion how much of that need is caused by each land use. A fee program must trace impacts back to growth in a measurable way, so this study instead uses a demand metric that attributes system use to development types and supports proportional cost allocation.

This study measures demand by calculating trip-miles generated by new development. Each land use produces trip-ends that are multiplied by average trip length to determine daily trip-miles attributable to that use. Trip-miles serve as the quantitative denominator for assigning a proportionate share of system improvement costs to new development, while recognizing the substantial inancial investment already made by existing residents and businesses.

By de ining the level of service for fee purposes in terms of trip demand (trip-miles) rather than HCM letter grades, the methodology grounds fees in measurable impacts and links the calculation directly to the additional demand created by growth. This approach provides a clear and defensible basis for allocating costs in compliance with the Mitigation Fee Act.

The speci ic inputs to this methodology—including trip generation rates, trip lengths, and any adjustments by land use—are based on standard industry sources and regional travel behavior studies. These details, along with the full fee calculation, are presented later in this chapter.

Growth and Demand

Growth Inputs: The demand for transportation improvements in Barstow is driven by the scale and pattern of growth anticipated during the planning horizon. This chapter uses the City's adopted planning assumptions to de ine the magnitude of new residential and business development expected over the study period. Those inputs provide the basis for estimating the additional travel activity generated by growth and, in turn, the capacity that must be added to the circulation system.

Residential growth is measured in dwelling units by adopted land use categories. Nonresidential growth is measured in loor area (square feet), with Commercial Lodging measured in rooms. These measures align with the fee presentation requirements under AB-602 and maintain consistency across chapters.

Each growth input translates into trip-ends that generate additional miles of travel within the City's roadway network. The linkage between new development, trip generation, and resulting trip-miles forms the foundation of cost allocation in this program. The speci ic trip rates, average trip lengths,

and any adjustments by use are presented in the methodology section that follows; the key point here is that the scale of growth directly drives the scale of new demand on Barstow's transportation system.

Method: This program establishes transportation demand using a trip-based methodology that combines standard trip-generation data with regional travel behavior information to quantify the incremental burden new development places on the City's circulation system. The methodology is designed to measure growth-related demand in a consistent, transparent manner and to allocate capital improvement costs in direct proportion to that demand.

The approach relies on industry-standard data sources and regional travel characteristics that are appropriate for Southern California communities. Rather than using intersection delay or Highway Capacity Manual level-of-service letter grades, which do not attribute demand to individual land uses, the methodology measures demand using trip-miles. This metric captures both the number of vehicle trips generated by development and the distance those trips travel on the City's roadway network, providing a defensible basis for proportional cost allocation.

Trip Generation

Trip generation is based on daily vehicle trip-end rates by land-use category derived from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Residential land uses are measured on a per-dwelling-unit basis, nonresidential land uses are measured per 1,000 square feet of building area, and Commercial Lodging is measured per Room. These rates represent accepted industry standards for estimating the number of vehicle trips associated with different types of development and are widely used in transportation impact analysis.

Applying these rates to the City's projected residential and nonresidential growth yields gross daily trip-ends for each land-use category. These trip-ends represent the initial measure of travel demand attributable to new development.

Trip length

Gross daily trip-ends are converted to trip-miles by applying average trip-length factors derived from regional travel behavior data published by the San Diego Association of Governments (SANDAG). These data provide empirically based estimates of average trip distances by land-use type and are used here as the most applicable regional source for Southern California travel patterns.

By incorporating trip length, the methodology accounts for the fact that development generating longer trips places a greater cumulative burden on the roadway system than development generating shorter trips, even if the number of trips is similar.

Adjustments for Trip Type

To isolate the portion of travel demand attributable to new development, trip-miles are adjusted to re lect the mix of primary, diverted, and pass-by trips associated with different land uses. Primary trips are fully attributable to the development generating them, while diverted and pass-by trips represent traf ic that is already on the roadway system and is partially attributable to the new use.

Rather than applying separate deductions after trip generation, these adjustments are embedded within composite factors that combine trip generation, trip length, and trip-type attribution into a single multiplier for each land-use category. This approach avoids double-counting reductions and provides a consistent treatment of trip types across all uses.

Trip-miles as the Demand Metric

Trip-miles, calculated as trip-ends × average trip length × adjustment factors, serve as the common denominator for measuring demand, capturing both the frequency of trips and the distance they travel within the City's network.

Translation to Fees

Because nonresidential trip rates are developed per 1,000 square feet, analytical calculations use KSF internally. For presentation, quantities are shown in square feet and, consistent with AB-602, maximum justi ied fees are expressed per square foot (Commercial Lodging per Room). Residential fees are also presented per square foot.

Compliance and Detailed Methodology

This methodology allocates costs in proportion to measurable, growth-related demand, consistent with the Mitigation Fee Act. The speci ic inputs, trip-generation rates, SANDAG trip-length factors, and trip-type adjustments, together with the equations used to compute Trip-Ends and Trip-Miles, are documented in the methodology Appendix I and model tables.

Scope of Included Demand Metric: This program measures the transportation demand of new development in terms of vehicular trips that directly affect the City's circulation system. Other modes of travel, such as walking, bicycling, and transit, are not included in the calculation of development impact fees, not because they lack importance, but because they do not generate the same level of capital facility costs that this program is designed to fund.

Demand is organized into two broad categories:

- Residential development, including Single-Family Residential, Multiple-Family Residential, and Mobile-Home Dwelling Units.
- Business development, including Retail, Commercial, & Service Uses, Industrial Uses, Institutional Uses, and Commercial Lodging Rooms.

Within the business category, Commercial Lodging Rooms are measured on a per Room basis for trip generation; consistent with AB-602, inal fees are presented per square foot for all categories except Commercial Lodging Rooms, which are presented per Room.

By grouping development into these categories, the methodology re lects the principal sources of vehicular demand while maintaining clarity and consistency across the fee program.

The common metric for measuring this demand is the trip-mile, which combines the number of trips generated by a land use with the distance traveled for those trips. This approach captures the true

burden that development places on the roadway system by considering both frequency and distance, rather than relying solely on household counts or square footage.

The scope de ined here establishes the framework for the calculations that follow. Table 5-1 presents the trip generation rates, trip lengths, and resulting trip-miles for each land use category. These igures provide the technical basis for understanding how the overall demand for transportation facilities is distributed across different types of development.

Table 5-1

Existing Land Use Total Trip-Miles				
Land Use	Developed Acres	Units/SF	Trip-Ends and Length Factor	Total Existing Trip-Miles
Single-Family Residential	1,199.92	5,551	4.095	22,731
Multiple-Family Residential	147.84	3,364	1.638	5,510
Mobile-Home Dwelling Units	360.41	708	1.808	1,280
Commercial Lodging Rooms	54.22	1,687	1.018	1,717
Retail, Commercial, & Service Uses	580.25	4,112,807	15.751	64,781
Industrial Uses	541.32	2,965,058	5.496	16,296
Institutional Uses	513.44	3,079,728	2.882	8,876
Total	3,397.40	-	-	121,191

Note: For nonresidential categories, trip-generation rates are expressed per 1,000 SF (KSF); quantities are shown as total SF. Final fees are presented per SF (Commercial Lodging Rooms per Room).

Resulting Service Demand: The methodology described above translates projected development activity into measurable transportation demand using the trip-mile metric. For each residential and business land use category, trip generation rates are applied in combination with trip length factors to calculate the total number of trip-miles expected from new growth.

This calculation process yields the incremental demand that new development places on the City's transportation system. Residential growth contributes primarily through daily household trip-making, while business growth generates demand based on square footage or lodging units that attract employees, customers, and visitors. Together, these uses establish the scale of roadway improvements required to preserve adequate mobility and ensure that the level of service available to existing residents and businesses is not degraded by future development.

The resulting service demand is summarized in Table 5-2, which presents for each land use category:

- The applicable trip generation rate.

- The average trip length.
- The resulting trip-miles attributable to new development.

This table forms the technical foundation for determining how the costs of capital improvements are allocated across residential and business development. By quantifying the demand of each land use type, the analysis provides a defensible linkage between projected growth and the infrastructure investments included in the Circulation Development program.

Table 5-2

Potential Land Use Total Trip-Miles				
Land Use	Potential Acres	Units/SF	Trip-Ends and Length Factor	Total Potential Trip-Miles
Single-Family Residential	687.83	4,127	4.095	16,900
Multiple-Family Residential	129.90	2,598	1.638	4,256
Mobile-Home Dwelling Units	1.00	2	1.808	4
Commercial Lodging Rooms	5.14	160	1.018	163
Retail, Commercial, & Service Uses	151.26	1,976,717	15.751	31,135
Industrial Uses	710.80	12,384,962	5.496	68,068
Institutional Uses	178.50	1,073,243	2.882	3,093
Total	1,864.43	-	-	123,618

Note: For nonresidential categories, trip-generation rates are expressed per 1,000 SF (KSF); quantities are shown as total SF. Final fees are presented per SF (Commercial Lodging Rooms per Room).

Capacity Implications: Table 5-2 shows that potential new development in Barstow will generate 123,618 additional trip-miles on the City's circulation system beyond the existing baseline shown in Table 5-1. This increase represents the measurable incremental demand attributable to growth.

The quanti ied growth demand in Table 5-2 totals 123,618 additional trip-miles, which is roughly equivalent to the City's existing baseline of 121,191 trip-miles shown in Table 5-1. Accordingly, projected buildout would approximately double the trip-mile burden on Barstow's circulation system. Against that scale of demand growth, the Circulation Development capital program is intentionally conservative. The program limits fee recovery to a de ined set of growth-serving circulation improvements totaling $154,733,617, even though the existing circulation system represents a substantially larger community investment of $268,444,322, as disclosed in Table 5-4.

This conservative approach preserves proportionality and avoids shifting existing community costs onto new development.

As these additional trip-miles are introduced into the system, corridor capacity and key network locations will be stressed beyond current functional levels. The resulting conditions include longer travel times, recurring congestion, and reduced ef iciency at critical corridors and intersections. These outcomes cannot be mitigated solely through operational adjustments and necessitate targeted capital improvements to preserve adopted service standards.

To address the impacts of the 123,618 growth-related trip-miles documented in Table 5-2, the City will deliver a circulation capital program consisting of a primary east–west corridor improvement and supporting intersection, bridge, and corridor widening projects. The corridor project—Veterans Parkway (SR-247/Barstow Road to Lenwood Road), including the Interstate 15 overcrossing (ST-001)—provides the principal systemwide capacity expansion by establishing a continuous east–west connection across the City. In addition, targeted traf ic signal, intersection, bridge, and corridor widening improvements (ST-002 through ST-008) address localized operational, safety, access, and reliability needs at key locations affected by growth-related traf ic demand. Collectively, these projects expand network capacity, improve connectivity, and preserve circulation performance in proportion to the documented growth demand.

Collectively, the circulation improvements included in this program are sized to the quanti ied trip-mile burden of future growth, ensuring that the costs assigned to new development re lect its measurable contribution to overall system impacts. By aligning the scope and cost of improvements with documented demand, the Circulation Development program establishes a defensible basis for assigning fair-share cost responsibility to new development while protecting the mobility and safety of existing residents and businesses.

Allocation by Land Use: The cost of transportation improvements is distributed across land uses in proportion to their contribution to the 123,618 growth-related trip-miles identi ied in Table 5-2. Residential development contributes through Single-Family Residential, Multiple-Family Residential, and Mobile-Home Dwelling Units; business development contributes through Commercial Lodging Rooms, Retail, Commercial, & Service Uses, Industrial Uses, and Institutional Uses. Based on the quanti ied growth trip-miles, the proportional shares are as follows: Single-Family Residential 13.671%, Multiple-Family Residential 3.442%, Mobile-Home Dwelling Units 0.003%, Commercial Lodging Rooms 0.132%, Retail, Commercial, & Service Uses 25.186%, Industrial Uses 55.063%, and Institutional Uses 2.502%. By quantifying demand in trip-miles, the program captures both the frequency and distance of travel and assigns costs in direct proportion to each land use's measurable impact. The detailed calculation for each land use's percentage share is presented later in this chapter as part of the Derivation of Maximum Justi ied Fees.

Capacity Sizing and Capital Program: The demand generated by new development, as documented in Table 5-2, requires a de ined set of capital improvements to maintain the performance of Barstow's transportation system. Based on the City's adopted General Plan and Circulation Element, this program identi ies a combination of systemwide and localized circulation improvements needed to accommodate projected growth.

Capacity sizing in this program is grounded in proportionality to the quanti ied growth demand of 123,618 additional trip-miles. The primary capacity expansion is provided by the Veterans Parkway corridor improvement (ST-001), which establishes a continuous east–west connection between SR-247/Barstow Road and Lenwood Road, including an Interstate 15 overcrossing. This project addresses the majority of growth-related travel demand by adding new system capacity and improving network connectivity across the City.

In addition to the corridor project, the capital program includes targeted traf ic signal, bridge, and corridor widening projects (ST-002 through ST-008) that address localized circulation impacts associated with growth. These projects provide added signal control, structural capacity, and roadway widening at key locations where increased traf ic volumes from new development would otherwise degrade performance. Together, the corridor and supporting improvements comprise the Circulation Development capital program, with a total project cost of $155,300,000 prior to application of existing fund balances.

The corridor project provides the backbone capacity necessary to absorb systemwide increases in trip demand, while the traf ic signal projects support ef icient operation of the circulation system by managing growth-related traf ic at critical network locations. All projects are sized to the quanti ied trip-mile demand documented in Table 5-2, and costs are assigned to new development consistent with the City's direction for allocating circulation improvements.

The following section presents the circulation projects included in this program. Each project is described in terms of its scope and size, location, cost, and allocation, providing a transparent and defensible basis for the fee calculation.

Circulation Development Projects

Project ID: ST-001

Project Title: Veterans Parkway (SR-247/Barstow Road to Lenwood Road), Including Interstate 15 Overcrossing

Description: Constructs a continuous east–west corridor linking SR-247/Barstow Road to Lenwood Road, including a freeway overcrossing of Interstate 15, with connecting approach improvements to integrate the corridor into the citywide circulation network. The project adds network connectivity and capacity necessary to accommodate quanti ied growth-related trip-miles while maintaining adopted mobility standards.

Size/Scope: Core corridor construction (approximately 4.7 miles centerline, including the freeway overcrossing) with up to 6.0 miles of distinct access and approach improvements (2.5 miles Major Arterial and 3.5 miles Local Collector) to connect to and along the corridor. Approach work is included only where it is distinct from the core corridor; overlapping frontage already in the corridor scope is excluded from approach quantities to avoid double-counting.

Location: SR-247/Barstow Road to Lenwood Road, crossing Interstate 15.

New Development Share: 100% – $125,000,000 (to be funded through development impact fees)

Existing Community Share: 0% – $0 (not eligible for impact fee funding)

Total Cost: $125,000,000

Timing: 2026–2036

Project ID: ST-002

Project Title: Main Street & Petit Road Traf ic Signal

Description: Installs a new fully actuated traf ic signal at the intersection of Main Street and Petit Road to provide additional traf ic control and operational capacity. The project supports the City's circulation system by accommodating increased vehicle trips generated by new development and maintaining adopted circulation performance standards.

Size/Scope: Installation of a fully actuated traf ic signal, including signal poles and mast arms, signal heads, vehicle detection equipment, controller cabinet, communications conduit, pavement striping, signage, and related intersection improvements necessary to place the signal into service. **Location:** Intersection of Main Street and Petit Road.

New Development Share: 100% – $500,000 (to be funded through development impact fees)

Existing Community Share: 0% – $0 (not eligible for impact fee funding)

Total Cost: $500,000

Timing: 2026-2033

Project ID: ST-003

Project Title: Lenwood Road & High Desert Road Traf ic Signal with Fiber Interconnect

Description: Installs a new fully actuated traf ic signal at the intersection of Lenwood Road and High Desert Road, together with iber optic interconnect infrastructure to support coordinated signal operations. The project improves intersection performance and manages growth-related traf ic volumes to maintain adopted circulation service levels as development occurs.

Size/Scope: Installation of a fully actuated traf ic signal, including signal poles and mast arms, signal heads, vehicle detection equipment, controller cabinet, iber optic conduit and cabling, communications equipment, pavement striping, signage, and related intersection improvements.

Location: Intersection of Lenwood Road and High Desert Road.

New Development Share: 100% – $550,000 (to be funded through development impact fees)

Existing Community Share: 0% – $0 (not eligible for impact fee funding)

Total Cost: $550,000

Timing: 2026-2033

Project ID: ST-004

Project Title: Lenwood Road & Truck Freightliner Service Point Traf ic Signal

Description: Installs a new traf ic signal at the Lenwood Road and Truck Freightliner Service Point driveway to provide controlled access and improve intersection operations. The project supports safe and ef icient circulation by accommodating increased truck and vehicular traf ic associated with new development while maintaining adopted service standards.

Size/Scope: Installation of a fully actuated traf ic signal, including signal poles and mast arms, signal heads, vehicle detection equipment, controller cabinet, communications conduit, pavement striping, signage, and related intersection improvements necessary to place the signal into service.

Location: Intersection of Lenwood Road and the Truck Freightliner Service Point driveway.

New Development Share: 100% – $550,000 (to be funded through development impact fees)
Existing Community Share: 0% – $0 (not eligible for impact fee funding)

Total Cost: $550,000

Timing: 2026-2033

Project ID: ST-005

Project Title: Main Street & Country Club Intersection Improvements

Description: Widens Main Street and constructs a new signalized intersection at Country Club to accommodate growth-related traf ic demand associated with development of the Barstow International Gateway (BIG). The project provides a new controlled intersection at the proposed BIG entrance driveway and improves turning movements and intersection operations to maintain safe and ef icient circulation consistent with adopted standards.

Size/Scope: Widen Main Street for approximately 1,500 feet on each side of Country Club, add new turn lanes on Country Club, construct a fully signalized intersection, and complete associated roadway, striping, signing, and intersection improvements necessary to place the facility into service.

Location: Intersection of Main Street and Country Club Drive.

New Development Share: 100% – $5,700,000 (to be funded through development impact fees)

Existing Community Share: 0% – $0 (not eligible for impact fee funding)

Total Cost: $5,700,000

Timing: 2026-2028

Project ID: ST-006

Project Title: Hinkley Road/Jasper Road/Lenwood Road Intersection Improvements

Description: Constructs intersection improvements, roadway widening, and signalization to provide primary access to transload warehouse and industrial development in the Hinkley Road, Jasper Road, and Lenwood Road area. The project accommodates growth-related truck and vehicle traf ic and maintains circulation performance and safety at key access points serving new industrial development.

Size/Scope: Add widened street sections with turn lanes, construct signalized intersection improvements at Hinkley Road and Lenwood Road, and at Jasper Road, and complete associated roadway, striping, signing, and traf ic control elements necessary to support industrial access and place the improvements into service.

Location: Intersection of Jasper Road and Lenwood Road.

New Development Share: 100% – $2,500,000 (to be funded through development impact fees)

Existing Community Share: 0% – $0 (not eligible for impact fee funding)

Total Cost: $2,500,000

Timing: 2026-2028

Project ID: ST-007

Project Title: Main Street Bridge over Lenwood Channel

Description: Constructs a new bridge crossing at Main Street over the Lenwood Channel to improve circulation reliability and maintain continuous roadway access as traf ic demand increases with new development. The project addresses looding constraints at the existing crossing by providing a bridge structure capable of maintaining access during major storm events, including the 100-year storm.

Size/Scope: Construction of a new bridge structure over the Lenwood Channel, including roadway approaches, structural improvements, drainage features, and associated roadway, striping, signing, and safety elements necessary to place the facility into service and ensure reliable access under high-low conditions.

Location: Main Street over the Lenwood Channel.

New Development Share: 100% – $17,900,000 (to be funded through development impact fees)

Existing Community Share: 0% – $0 (not eligible for impact fee funding)

Total Cost: $17,900,000

Timing: 2026-2028

Project ID: ST-008

Project Title: Main Street Roadway Improvements

Description: Widens Main Street between the east side of the Lenwood Channel and approximately 1,500 feet west of Country Club to provide additional travel lanes across the Main Street Bridge and to support the BNSF intermodal driveway widening and signalized intersection improvements. The project accommodates growth-related traf ic demand and maintains adopted mobility standards.

Size/Scope: Widen Main Street between the east side of the Lenwood Channel and approximately 1,500 feet west of Country Club, including pavement widening, striping, signing, and related roadway improvements necessary to place the facility into service.

Location: Main Street between Lenwood Channel and Country Club Drive.

New Development Share: 100% – $2,600,000 (to be funded through development impact fees)

Existing Community Share: 0% – $0

Total Cost: $2,600,000

Timing: 2026–2028

Allocation of Project Costs

Each transportation project included in the Circulation Development program has been evaluated to determine the extent to which its cost is attributable to new development, as opposed to the existing community. This evaluation considers the role each improvement plays in accommodating growth-related travel demand, its relationship to the existing circulation network, and the degree to which it expands or enhances system capacity.

Based on this assessment, the circulation improvements identi ied in this chapter—including the primary east–west corridor improvement and the supporting intersection, access, corridor widening, and bridge projects—are assigned to new development in proportion to the demand generated by future growth. The allocation applied to each project is documented within the individual project descriptions. Taken together, these project-level allocations de ine the total cost responsibility assigned to new development and provide the cost basis for deriving the maximum justi ied development impact fees presented in the following section.

Derivation of Maximum Justified Fees

Project subtotals for the Circulation Development capital program sum to $155,300,000, re lecting the combined cost of the circulation improvements identi ied in this chapter. Applying the City's Circulation Development fee fund balance of $566,382.85 results in a net revenue requirement of $154,733,617, which is used in the allocation and fee tables. This net amount represents the total cost of circulation improvements attributable to new development and provides the foundation for determining the maximum justi ied development impact fees.

As shown in Table 5-2, new development in Barstow is expected to generate 123,618 additional trip-miles at buildout. These trip-miles represent the measurable transportation demand that growth will impose on the City's circulation system. The growth-related cost basis for fee allocation is therefore $154,733,617, which re lects the net cost of the circulation capital program after accounting for available fund balances.

To establish maximum justi ied fees, the net growth-related cost is allocated across land use categories in proportion to each land use's share of total growth-related trip-miles. The proportional shares of growth-related trip-miles by land use are as follows: Single-Family Residential 13.671%, Multiple-Family Residential 3.442%, Mobile-Home Dwelling Units 0.003%, Commercial Lodging Rooms 0.132%, Retail, Commercial, & Service Uses 25.186%, Industrial Uses 55.063%, and Institutional Uses 2.502%. These percentages are applied to the growth-related cost basis to allocate circulation improvement costs by land use.

This allocation method complies with the requirements of the Mitigation Fee Act and AB-602 by establishing a reasonable relationship between the circulation improvements included in this program and the development that creates the need for those improvements. The resulting allocations are used to derive the maximum justi ied development impact fees for each category of development, expressed on a per-square-foot basis for residential and nonresidential uses and on a per-Room basis for Commercial Lodging, as presented in the following tables.

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Table 5-3

Allocation of Development Cost per Land Use				
Land Use	Units/SF	Percentage of Additional Trip-Miles	Allocation of Expansion Costs	Development Impact Fee Per SF/Room
Single-Family Residential	4,127	13.671%	$21,153,929	$3.704/SF
Multiple-Family Residential	2,598	3.442%	$5,326,669	$2.429/SF
Mobile-Home Dwelling Units	2	0.003%	$4,526	$2.103/SF
Commercial Lodging Rooms	160	0.132%	$203,878	$1,274/Room
Retail, Commercial, & Service Uses	1,976,717	25.186%	$38,971,896	$19.715/SF
Industrial Uses	12,384,962	55.063%	$85,201,189	$6.879/SF
Institutional Uses	1,073,243	2.502%	$3,871,530	$3.607/SF
Total		100%	$154,733,617	-

Existing Community Financial Commitment Comparison

The Mitigation Fee Act requires that new development pay no more than its fair share of the cost of public facilities needed to serve growth. To demonstrate compliance, this program compares the inancial commitment already made by the existing community against the costs allocated to new development.

Over the past several decades, the City of Barstow has invested heavily in its roadway network through General Fund appropriations, local transportation sales tax measures, and state and federal grant funding. These expenditures inanced arterial widenings, intersection reconstructions, traf ic signal installations, and other system enhancements that established the baseline capacity of the City's circulation system. These historical investments represent the existing community's share of responsibility for providing adequate transportation facilities.

Table 5-4 presents a comparison between the City's prior transportation system investments and the costs allocated to new development under this program. The table expresses both sets of contributions on a per–land use basis, allowing an apples-to-apples comparison of the existing community's past commitments with the obligations assigned to future growth.

This comparison demonstrates that the existing community has already contributed substantial resources toward building and maintaining the transportation network, and that the costs allocated to new development represent only its proportionate share of system expansion.

Table 5-4

Allocation of Existing Community Financial Commitment				
Land Use	Units/SF	Percentage of Existing Trip-Miles	Allocation of Existing Costs	Existing Financial Commitment Per SF/Room
Single-Family Residential	5,551	18.76%	$50,350,339	$6.064/SF
Multiple-Family Residential	3,364	4.55%	$12,204,934	$4.253/SF
Mobile-Home Dwelling Units	708	1.06%	$2,835,266	$3.656/SF
Commercial Lodging Rooms	1,687	1.42%	$3,803,244	$2,263/Room
Retail, Commercial, & Service Uses	4,112,807	53.45%	$143,493,260	$34.889/SF
Industrial Uses	2,965,058	13.45%	$36,096,481	$12.174/SF
Institutional Uses	3,079,728	7.32%	$19,660,798	$6.384/SF
Total		100%	$268,444,322	-

Fee Schedule and Summary

The maximum justi ied development impact fees for transportation facilities are derived from the growth-related share of project costs and allocated to land uses based on their proportional trip demands. The resulting fee schedule establishes the maximum defensible fee levels that may be adopted by the City of Barstow in compliance with the Mitigation Fee Act and AB-602.

These fees represent the cost responsibility of new development to fund the transportation system improvements necessary to accommodate projected growth while maintaining the City's adopted performance standards. The schedule provides transparency in how costs are distributed and ensures that fee obligations are directly tied to measurable impacts.

The following table presents the maximum justi ied transportation impact fees by land use.

Table 5-5

Summary of Proposed Development Impact Fees	
Land Use	Per SF/Room
Single-Family Residential	$3.704/SF
Multiple-Family Residential	$2.429/SF
Mobile-Home Dwelling Units	$2.103/SF
Commercial Lodging Rooms	$1,274/Room
Retail, Commercial, & Service Uses	$19.715/SF
Industrial Uses	$6.879/SF
Institutional Uses	$3.607/SF

Current Transportation System Facilities Fee

The City of Barstow maintains an active Circulation Development (Local Streets, Signals & Bridges) development impact fee (DIF) program. The AB 1600 Annual Report shows a Circulation Development ending balance of $566,382.85 at June 30, 2023, and a preliminary $589,662.67 ending balance at June 30, 2024.

Current fees (Master Fee Schedule, FY 2025/26):

- Single-Family Dwelling: $452.65 (Local Streets) + $316.85 (Signals & Bridges) per unit
- Multi-Family Dwelling: $1,104.51 (Local Streets) + $803.28 (Signals & Bridges) per unit
- Commercial Lodging: $1,724.65 (Local Streets) + $60.87 (Signals & Bridges) = $1,785.52 per Room
- Commercial/Of ice Uses: $3.0828 (Local Streets) + $0.2835 (Signals & Bridges) = $3.3663 per square foot
- Industrial Uses: $2.1533 (Local Streets) + $0.2228 (Signals & Bridges) = $2.3761 per square foot

These are the currently adopted rates. The maximum justi ied fees calculated in this chapter will be presented alongside the adopted rates for City Council consideration; the Council may adopt fees at or below the maximum justi ied amounts.

Note: "Commercial/Of ice Uses" is quoted verbatim from the Master Fee Schedule; for this chapter's adopted categories, of ice space is encompassed within Retail, Commercial, & Service Uses.

Five Findings

1. **Purpose of the Fee**

   The purpose of the Transportation System Facilities Impact Fee is to inance the cost of roadway, intersection, and traf ic signal improvements necessary to mitigate the impacts of new development on the City's circulation system. The fee ensures that new development contributes its fair share toward maintaining adequate levels of service and safe, ef icient mobility consistent with the City's adopted General Plan and Circulation Element.

2. **Use of the Fee**

   Revenues generated by the fee will be used exclusively to plan, design, permit, acquire right-of-way for, and construct the transportation improvements identified in this chapter. These improvements consist of a circulation capital program that includes a primary east–west corridor improvement providing a continuous connection between SR-247/Barstow Road and Lenwood Road, including the Interstate 15 overcrossing, together with specific intersection, access, corridor widening, and bridge projects identified in this chapter that address growth-related circulation impacts at key locations within the roadway network.

   Fee revenues may be used for roadway construction, intersection improvements, traffic signal installations, and related capital elements necessary to place the identified improvements into service. Fee revenues will not be used for operations, routine maintenance, or transportation facilities unrelated to the circulation improvements included in this program.

3. **Relationship Between the Fee's Use and the Type of Development**

   All new residential, commercial, industrial, and institutional development generates additional vehicular trips and increases travel demand on the City's roadway system. The improvements to be funded by this fee will expand the system's capacity to absorb that additional demand. Accordingly, there is a reasonable relationship between the use of the fee and the impacts of the types of development on which the fee is imposed.

4. **Relationship Between the Need for Facilities and the Type of Development**

   The need for additional transportation system facilities arises directly from the increase in trip demand caused by new development. As new residential and business uses are added, the daily trips they generate increase corridor volumes, intersection turning movements, and overall travel distances within the City. Without additional capital improvements, this growth would push the circulation system below acceptable performance standards.

   Under this program, the quantified demand from new development is addressed through a combination of a systemwide corridor improvement and targeted intersection, access, corridor widening, and bridge projects. The corridor project provides new east–west capacity and network connectivity to accommodate growth-related trip-miles, while the supporting traffic signal and related improvements manage localized operational impacts where increased development activity places additional demand on specific intersections

and corridors. Each type of new development—residential (Single-Family Residential, Multiple-Family Residential, and Mobile-Home Dwelling Units) and nonresidential (Commercial Lodging Rooms; Retail, Commercial, & Service Uses; Industrial Uses; and Institutional Uses)—contributes to trip-miles in measurable proportions. This establishes a reasonable relationship between new development and the need for the circulation facilities included in this program.

5. **Relationship Between the Amount of the Fee and the Cost Attributable to Development**

   The cost of each transportation project in this program has been allocated between new development and the existing community based on a measure of trip demand. The portion of project costs attributable to new development has then been distributed across land uses in proportion to their projected trip generation, resulting in a fee amount that does not exceed the cost of facilities reasonably attributable to each type of development. This methodology ensures that the amount of the fee bears a reasonable relationship to the burden imposed by the development.

Implementation and Compliance Notes

Adoption and Program Structure: The Circulation Development Impact Fee shall be adopted by ordinance of the Barstow City Council. Upon adoption, the program will supersede prior transportation fee mechanisms for new collections and establish a single, consolidated framework to fund growth-serving circulation improvements. Under this program, fee revenues are deposited into a dedicated Circulation Development fund and used solely for eligible capital costs associated with the circulation improvements identi ied in this chapter, including the primary east–west corridor improvement providing a continuous connection between SR-247/Barstow Road and Lenwood Road (including the Interstate 15 overcrossing), together with speci ic traf ic signal, bridge, and corridor widening projects that address growth-related circulation impacts at key locations within the roadway network. The program provides for accounting consistent with Government Code §66000 et seq., including separate interest accrual, annual AB 1600 reporting, and ive-year indings. Credits or reimbursements may be provided where warranted by law, and fees may be adjusted periodically to re lect construction cost changes and City Council–approved updates to project scope or cost. The fee applies to qualifying development at the time of building permit issuance (or as otherwise speci ied by ordinance) and remains in effect until modi ied or repealed by the City Council.

Fund Accounting and Reporting: All revenues collected under this program shall be deposited into a separate Circulation Development Impact Fee fund. Interest earnings shall accrue to this fund and may be used only for eligible capital costs associated with the circulation capital program. The City will maintain records that track revenues, interest, and expenditures by project, consistent with the Mitigation Fee Act. Annual AB 1600 reports will disclose beginning and ending balances, fee receipts, interest, expenditures (by project), and any interfund transfers or loans (including interest and repayment terms). The City will also make the required ive-year indings for any unexpended funds, identifying continued need and planned use. Accounting will ensure that fee revenues are not used for operations or routine maintenance and that expenditures align with the adopted project scope.

Eligible Uses: Impact fee revenues may be used only for capital improvements that add capacity to accommodate new development. For this program, eligible uses are limited to delivering the circulation improvements identi ied in this chapter, including the east–west corridor improvement providing a continuous connection between SR-247/Barstow Road and Lenwood Road (including the Interstate 15 overcrossing), together with associated traf ic signal, bridge, and corridor widening projects that support system performance at locations affected by growth. Eligible capital costs include roadway and bridge construction, intersection improvements, traf ic signal installations, turn pockets and channelization, signing and striping, signal coordination and communications, lighting, Intelligent Transportation Systems, ADA ramp work within project limits, drainage, utility relocations required by the project, environmental permitting and mitigation, design, construction management, right-of-way acquisition, and contingency. Fee revenues may not be used for ongoing operations or routine maintenance, for stand-alone replacements that do not increase capacity, or for facilities unrelated to the circulation improvements included in this program.

Timing of Collection: Fees shall be collected at the time of building permit issuance, unless otherwise directed by City ordinance.

Indexing: The fee shall be adjusted annually based on a construction cost index approved by the City Council to ensure that revenues keep pace with in lation in construction costs.

Credits and Reimbursements: Developers who construct improvements or dedicate right-of-way for circulation facilities identi ied in this program may be eligible for credits against impact fees otherwise due. Where developer improvements exceed their fee obligation, reimbursement agreements may be executed, subject to City Council approval and consistent with program requirements.

AB 1600 Reporting: The City shall comply with the annual reporting requirements of Government Code §66006, disclosing fee collections, interest earnings, expenditures, and balances. For any unexpended balances held longer than ive years, the City Council shall make the indings required by Government Code §66001(d). Adoption of this report provides the technical documentation necessary to support those indings.

Program Applicability: This program applies citywide. Revenues may be expended on eligible transportation system facilities consistent with the nexus established in this chapter and in a manner that maintains consistency with the City's General Plan and Circulation Element. Under this program, funds are used to deliver the circulation improvements identi ied herein, including the east–west corridor project and supporting traf ic signal, bridge, and corridor widening improvements, in order to maintain adopted mobility standards and address the documented demand from new development.

References

Institute of Transportation Engineers. (2021). *Trip Generation Manual - 11th Edition*. Washington DC: Institute of Transportation Engineers.

San Diego Association of Governments. (2002). *Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*. San Diego: California Department of Transportation.

End of Chapter

Chapter 6
Storm Drain Facilities

Purpose and Scope

Purpose: Update the City's existing development impact fee (DIF) for Storm Drain Facilities so new development funds its fair, proportional share of added capacity required to maintain the City's established level of storm drainage protection as growth increases impervious area and runoff. The City currently operates a Storm Drain DIF fund with ongoing collections and interest (as documented in the Annual Development Impact Fee Report). This chapter modernizes the nexus basis, aligns the fee with Barstow's current land uses and runoff coef icients, and documents eligible growth-related capital uses. Fee revenues are restricted to capitalized, growth-related costs and may not fund repair or like-for-like replacement of existing facilities, except where a project increases capacity attributable to growth.

Scope of Improvements: Projects eligible for Storm Drain Facilities DIF funding are presently scoped to the City's currently submitted capacity-increasing improvement, SD-001 (Laverne Sedimentation Basin). Additional capacity projects may be added through a future update.

This chapter frames the fee update around SD-001 so that new development contributes its fair, proportional share toward the added drainage capacity required to maintain the City's established level of protection as impervious area and runoff increase.

Eligible uses of Storm Drain Facilities DIF are restricted to growth-related capital costs associated with SD-001 — for example, planning, design, land or easements (if required), permitting, construction, and capacity-adding components. Routine maintenance, repair, or like-for-like replacement is not eligible, except where a project element increases capacity attributable to growth.

Scope Beneficiaries: Storm drain capacity improvements bene it both existing residents and businesses and new development within Barstow, because added capacity preserves citywide protection as runoff increases with growth. For this update, the City's Storm Drain Facilities DIF is scoped to one capacity-increasing improvement, SD-001 (Laverne Sedimentation Basin). The growth-related share of SD-001 will be funded by new development; any remaining share is attributable to the existing community or other non-DIF sources.

The growth share is allocated across the study's fee land use classes in proportion to each class's contribution to additional runoff, using the adopted runoff coef icients by land use type. This maintains a proportional nexus between the fee and those who bene it from the added capacity.

Scope of Nexus: The nexus for the Storm Drain Facilities DIF is the incremental runoff generated by new impervious area as development occurs. Costs are allocated across land uses using the adopted runoff coef icients from the *Runoff Coefficient (C) Fact Sheet, Fact Sheet-5.1.3, Clean Water Team Guidance Compendium for Watershed Monitoring and Assessment* (State Water Resources Control Board, 2011), ensuring that development types with higher coef icients bear a proportionally greater

share of cost. This approach maintains the legally required relationship between the use of the fee and the development paying the fee.

Existing System

Assets and Infrastructure: The City's storm drainage system includes a closed pipe network, open channels, intake and outlet structures, storage facilities, and energy-dissipation features, together with related appurtenances. Based on the Storm Drainage Atlas and internal records, the closed conveyance network comprises 313 unique pipe segments totaling approximately 6.78 miles in length, with diameters commonly ranging from 18 inches to 48 inches and smaller or larger sizes present in limited counts. The structure inventory includes 49 manholes that provide access and junction points throughout the system. Storage capacity is provided by four retention or detention basins identi ied by Line ID. Energy-dissipation features include 29 spillway segments totaling 717 feet of combined length.

Complementing these elements are intake and outlet structures that collect local runoff and connect it to the conveyance network, as well as open channels with soil, concrete, or asphalt linings that carry lows where closed pipe is not feasible and interface with dissipation features at transitions or outfalls. Ancillary protections such as outlet protection, drop structures, rock or rip-rap, and site controls, including signs, fences, and gates, appear at locations where hydraulic transitions, safety, or access constraints require them. Together, these inventoried assets establish the baseline system described in the Existing System section and provide the foundation for identifying capacity-adding improvements eligible for the Storm Drain Facilities development impact fee.

Existing Financial Commitment: The existing community's equity in storm drain assets totals $92,728,851, consisting of $91,362,632 for the existing conveyance system and $1,300,000.00 for the retention basin, with a current fund balance of $66,218 re lected in the accounts. For transparency and proportionality, this total will be allocated across the study's fee land use classes using the same runoff-based methodology applied in the fee calculation, providing a consistent comparison between the existing community's investment and the proportionate shares assigned to new development in the Storm Drain Facilities fee schedule.

Level of Service: The City's storm drainage level of service is de ined by the system's ability to collect and convey runoff from developed land uses without localized looding, property damage, or public-safety hazards. System demand is measured by the impervious surface associated with each development type, which determines the volume of stormwater the network must accommodate.

Each land use class is assigned a standard runoff coef icient drawn from the *Runoff Coefficient (C) Fact Sheet*. The coef icients applied in this study are:

- Single-Family Residential: 0.50
- Multiple-Family Residential: 0.575
- Mobile-Home Dwelling Units: 0.60

- Commercial Lodging Rooms: 0.725
- Retail, Commercial, & Service Uses: 0.725
- Industrial Uses: 0.70
- Institutional Uses: 0.725

These coef icients quantify each land use's relative contribution to stormwater generation; higher coef icients correspond to greater impervious coverage and thus higher runoff per acre and provide the basis for allocating growth-related capacity costs. Together with the existing system values and the current fund balance reported in this chapter's Existing System section, they establish Barstow's baseline drainage capacity against which future growth impacts are evaluated.

Growth and Demand

Growth Inputs: This chapter measures growth using Land Use Database (LUDB) quantities for new development over the study horizon—dwelling units or rooms for residential categories and building square feet for nonresidential categories. Each land use is paired with an adopted runoff coef icient from the Runoff Coef icient (C) Fact Sheet, SWRCB, 2011 so that higher-coverage land uses generate proportionally more runoff per unit of growth. The resulting runoff totals establish each class's share of growth-related demand on the storm drainage system and provide the basis for allocating fee-eligible capacity costs and deriving maximum justi ied fees.

For Barstow, the analysis uses seven land use classes: Single-Family Residential, Multiple-Family Residential, Mobile-Home Dwelling Units, Commercial Lodging Rooms, Retail, Commercial, & Service Uses, Industrial Uses, and Institutional Uses.

Method: This chapter converts growth to drainage demand by expressing each land use's growth on an area basis and then applying the adopted runoff coef icient to derive effective impervious acres (EIA). In the study tables, "Potential Acres" are multiplied by the adopted coef icient to produce "Total Impervious Acres," which represent the portion of developed area that functions as impervious for drainage design and fee allocation.

The citywide EIA is the sum of these "Total Impervious Acres" across all land uses. Each land use's demand share appears as "Percentage of Demand," calculated as that land use's EIA divided by the citywide total; those percentages carry directly into "Allocation of Costs," distributing the growth-eligible program costs in proportion to each land use's contribution to runoff. The allocated amounts are then divided by the applicable growth measures used in the fee schedule, per square foot for residential and nonresidential development, and per Room for lodging, to derive the maximum justi ied fees. This method ensures that land uses with higher impervious coverage bear a correspondingly larger share of growth-related costs and that the fee remains proportionate to the runoff burden created by new development.

Scope of Included Demand Metric: The demand metric used to allocate storm drainage costs is effective impervious acreage. This converts the physical extent of development into an equivalent

runoff impact by applying land use speci ic runoff coef icients. For example, a single-family residential area with a coef icient of 0.50 is assumed to generate about 71% as much runoff per acre as an industrial site with a coef icient of 0.70. By standardizing runoff generation across all land uses, effective impervious acreage provides a common unit for comparing relative impacts and distributing costs proportionately, so each land use pays only its fair share of growth-related system costs. This approach is consistent with industry practice and aligns with the Mitigation Fee Act's requirement that fees be reasonably related to the burden created by new development. The calculation of effective impervious acreage for existing land uses is summarized in Table 6-1.

Table 6-1

Existing Land Use Runoff Coefficients and Effective Impervious Acres			
Land Use	Developed Acres	Runoff Coefficient (C)	Effective Impervious Acres
Single-Family Residential	1,199.92	0.500	600
Multiple-Family Residential	147.84	0.575	85
Mobile-Home Dwelling Units	360.41	0.600	216
Commercial Lodging Rooms	54.22	0.725	39
Retail, Commercial, & Service Uses	580.25	0.725	421
Industrial Uses	541.32	0.700	379
Institutional Uses	513.44	0.725	372
Total	3,397.40	-	2,112

Resulting Service Demand: Based on the method described above, applying the adopted runoff coef icients to the Land Use Database growth yields a total of 1,161 effective impervious acres. This total represents the resulting service demand from new development and serves as the basis for allocating growth-related storm drainage capacity costs. Each land use's share is determined by its proportion of the 1,161-acre total and is carried forward to the allocation of costs and the fee calculation in the next section.

The calculation of potential impervious acres from new development is summarized in Table 6-2.

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Table 6-2

Potential Impervious Acres from New Development			
Land Use	Potential Acres	Runoff Coefficient (C)	Effective Impervious Acres (Growth)
Single-Family Residential	687.83	0.500	344
Multiple-Family Residential	129.90	0.575	75
Mobile-Home Dwelling Units	1.00	0.600	1
Commercial Lodging Rooms	5.14	0.725	4
Retail, Commercial, & Service Uses	151.26	0.725	110
Industrial Uses	710.80	0.700	498
Institutional Uses	178.50	0.725	129
Total	1,864.43	-	1,161

Capacity Implications: Growth-related increases in effective impervious area raise peak runoff and required conveyance. To maintain the existing level of protection, capacity is added where the system is constrained by upsizing pipelines and inlets or constructing new conveyance or detention; routine repair or like-for-like replacement is not fee-eligible.

This study converts LUDB growth to runoff-weighted demand (effective impervious acres) and uses the resulting citywide total to apportion the fee-eligible share of capacity costs. For Barstow, the near-term capital scope in this chapter is limited to SD-001 (Laverne Sedimentation Basin). The project's fee-eligible amount is allocated to land uses in proportion to each class's share of the total effective impervious acres. Because Barstow's data show no negative growth entries in the runoff totals, there is no reduction to citywide growth demand from redevelopment offsets.

The runoff-weighted growth demand quanti ied in Table 6-2 totals 1,161 effective impervious acres, compared to an existing baseline of 2,112 effective impervious acres in Table 6-1. While growth therefore represents a meaningful added runoff burden, the Storm Drain Facilities capital program for this update remains intentionally conservative in cost and scope. After applying the existing Storm Drain Facilities fund balance, the net growth program totals $2,033,782, which represents approximately 2.625% of the City's disclosed existing Storm Drain facilities equity of $92,728,851 (Table 6-4). Fee recovery is restricted to the single near-term capacity improvement SD-001, rather than a broader systemwide expansion program. This approach ties the fee to a de ined growth-serving improvement, preserves proportionality, and avoids shifting existing community system costs onto new development.

Project sizing and siting draw on the City's Storm Drainage Atlas and internal engineering review to identify where added capacity is necessary to serve growth while keeping service levels constant.

Allocation by Land Use: The allocation follows a simple sequence. For each fee land use class, growth (dwelling units or rooms for residential, and building square feet for nonresidential) is converted to runoff-weighted demand using the adopted runoff coef icients described in the Level of Service section. Summing the results establishes the total effective impervious acres from growth, and each class's proportion of that total becomes its allocation share. Those shares are applied to the fee-eligible portion of the capital program in this update to produce class subtotals. Subtotals are then converted to fee schedule units consistent with AB-602: residential and nonresidential fees are expressed per square foot, and lodging is expressed per Room. This approach keeps the allocation directly tied to each land use's contribution to runoff and the capacity provided.

Capacity Sizing and Capital Program: Capacity is sized to maintain the City's existing level of storm drain protection as development occurs. Sizing and prioritization follow the runoff-coef icient framework used in this chapter. Projects that add capacity—such as upsizing pipelines and inlets, constructing new conveyance, or providing detention where constraints exist—are eligible only to the capacity-increase share attributable to growth; routine repair or like-for-like replacement without added capacity is not fee-eligible.

For this update, the capital scope is limited to one capacity-adding improvement. Fee-eligible costs are allocated to land use classes using the runoff-based method described above, and the results carry forward to the fee schedule presentation.

The following section presents the speci ic capacity-adding improvement included in this update and documents its scope, purpose, and eligibility. Consistent with the sizing approach described above, the project is framed to maintain the existing level of storm drain protection as development occurs. The fee-eligible share is determined using the runoff-based allocation method, and the resulting amounts carry forward to the fee schedule.

Storm Drainage Projects

Project ID: SD-001

Project Title: Laverne Sedimentation Basin

Description: Construct a sedimentation basin to intercept and settle sediment conveyed under I-15 before it enters the City network, preserving downstream conveyance and maintaining the level of protection as development occurs.

Size/Scope: 3.8 acres of sedimentation basin; approximately 1,300 linear feet of street and related improvements.

Location: South Laverne Street to West Main Street.

New Development Share: 100% – $2,100,000 (to be funded through DIFs)

Existing Community Share: 0% – $0 (not eligible for impact fee funding)

Total Cost: $2,100,000

Timing: 2026–2036

Allocation of Project Costs

The storm drain capital program for this update consists of a single capacity-adding improvement. Fee-eligible costs are limited to the capacity-increase share of that project and are allocated across land uses in proportion to runoff-weighted growth, using the adopted runoff coef icients. The resulting fee-eligible subtotal is reduced irst by the current Storm Drain Facilities fund balance, and the net amount is used in Table 6-3. The net fee-eligible costs are then distributed to land uses by their share of effective impervious acres. Residential and nonresidential fees are expressed per square foot, and Commercial Lodging is expressed per Room. This approach preserves the reasonable relationship between new runoff and the capacity provided and produces the maximum justi ied fee by class.

Derivation of Maximum Justified Fees

The maximum justi ied storm drainage fee is derived by linking growth-related costs to the runoff generated by new development and expressing the results in fee units. Growth by land use class (dwelling units or rooms for residential, building square feet for nonresidential) is converted to runoff-weighted demand using the adopted runoff coef icients from the Level of Service section. Each class's proportion of the total effective impervious acres becomes its allocation factor, maintaining proportionality between fee use and those who generate demand.

Those allocation factors are applied to the fee-eligible share of the capital program in this update. The resulting class subtotals are then converted to fee schedule units so that residential and nonresidential fees are expressed per square foot, and Commercial Lodging Rooms are expressed per Room, consistent with the study's presentation. This process yields the maximum justi ied fee by land use class.

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Table 6-3

Allocation of Development Cost per Land Use				
Land Use	Effective Impervious Acres (Growth)	Percentage of Growth Effective Impervious Acres	Allocation of Expansion Costs	Development Impact Fee Per SF/Room
Single-Family Residential	344	29.63%	$602,602	$0.106/SF
Multiple-Family Residential	75	6.46%	$131,381	$0.060/SF
Mobile-Home Dwelling Units	1	0.09%	$1,752	$0.814/SF
Commercial Lodging Rooms	4	0.34%	$7,007	$44/Room
Retail, Commercial, & Service Uses	110	9.47%	$192,692	$0.097/SF
Industrial Uses	498	42.89%	$872,371	$0.070/SF
Institutional Uses	129	11.11%	$225,976	$0.211/SF
Total	1,161	100.00%	$2,033,782	-

Note*:* The Storm Drain Facilities fund balance of $66,218 is deducted from gross growth-eligible project costs before fee derivation. All computations use full precision; per-square-foot rates are displayed to three decimals ($0.001), and totals are shown to the dollar.

Existing Community Financial Commitment Comparison

The City's existing storm drainage system represents $92,728,851 in community equity, consisting of $91,362,632 for the existing conveyance system and $1,300,000 for the retention basin, with a current fund balance of $66,218 included in the total. Using the study's runoff-coef icient framework, Table 6-4 allocates this equity across the fee land use classes—Single-Family Residential, Multiple-Family Residential, Mobile-Home Dwelling Units, Commercial Lodging Rooms, Retail, Commercial, & Service Uses, Industrial Uses, and Institutional Uses—for comparison to the proposed fee schedule.

This comparison shows the existing community has already inanced the current drainage service level; new development pays only its proportional, growth-related share of capacity-expanding planning and improvements. Fee schedule units remain per square foot for residential and nonresidential development, and per Room for Commercial Lodging Rooms, as established earlier.

Table 6-4

Allocation of Existing Community Financial Commitment				
Land Use	Effective Impervious Acres	Percentage of Existing Effective Impervious Acres	Allocation of Existing Costs	Existing Financial Commitment Per SF/Room
Single-Family Residential	600	28.41%	$26,343,423	$3.173/SF
Multiple-Family Residential	85	4.02%	$3,731,985	$1.300/SF
Mobile-Home Dwelling Units	216	10.23%	$9,483,632	$12.227/SF
Commercial Lodging Rooms	39	1.85%	$1,712,323	$1,019/Room
Retail, Commercial, & Service Uses	421	19.93%	$18,484,302	$4.494/SF
Industrial Uses	379	17.95%	$16,640,262	$5.612/SF
Institutional Uses	372	17.61%	$16,332,923	$5.303/SF
Total	2,112	100.00%	$92,728,851	-

Fee Schedule and Summary

Table 6-5 presents the recommended Storm Drain Facilities development impact fees by land use, expressed per square foot for residential and nonresidential development, and per Room for Commercial Lodging Rooms. For the fee schedule, the existing Storm Drain Facilities fund balance of $66,218 is deducted from the growth-eligible program cost before deriving fees. The schedule is derived from the fee-eligible growth share of the capital program, allocated to land use classes in proportion to their runoff contributions using the study's runoff-coef icient method. The schedule re lects the maximum justi ied amounts consistent with the Mitigation Fee Act. The City Council may adopt the fees in whole or in part and may apply rounding, indexing by an appropriate cost index, or other policy adjustments, provided the adopted schedule maintains the required reasonable relationship between new runoff and the capacity provided, as documented in this chapter.

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Table 6-5

Summary of Proposed Development Impact Fees	
Land Use	Per SF/Room
Single-Family Residential	$0.106/SF
Multiple-Family Residential	$0.060/SF
Mobile-Home Dwelling Units	$0.814/SF
Commercial Lodging Rooms	$44/Room
Retail, Commercial, & Service Uses	$0.097/SF
Industrial Uses	$0.070/SF
Institutional Uses	$0.211/SF

Note*:* The Storm Drain Facilities fund balance of $66,218 is deducted from gross growth-eligible project costs before fee derivation.

Current Storm Drain Development Impact Fees

The City of Barstow maintains an active Storm Drain Facilities development impact fee (DIF) program. The Annual Development Fee Report shows a Storm Drain ending balance of $66,218 at June 30, 2024, and $66,218 at June 30, 2023.

Current fees (Master Fee Schedule, FY 2025/26):

- Single-Family Dwelling: $1,086.35 per unit
- Multi-Family Dwelling: $2,209.02 per unit
- Commercial Lodging: $40.58 per Room
- Commercial/Of ice Uses: $0.1062 per square foot
- Industrial Uses: $0.0990 per square foot

These are the currently adopted rates. The maximum justi ied fees calculated in this chapter will be presented alongside the adopted rates for City Council consideration; the Council may adopt fees at or below the maximum justi ied amounts.

Note: "Commercial/Of ice Uses" is quoted verbatim from the Master Fee Schedule; for this chapter's adopted categories, of ice space is encompassed within Retail, Commercial, & Service Uses.

Five Findings

1. **Purpose of the Fee**

   The storm drain development impact fee (DIF) funds the growth-related share of facilities needed to accommodate additional runoff from new development. The fee allows the City to maintain its adopted level of storm drainage protection by adding capacity where needed as development occurs. Revenues are limited to capitalized, capacity-adding costs attributable to growth; routine maintenance or like-for-like replacement without added capacity is not fee-eligible.

2. **Use of the Fee**

   Fee revenues will be used to fund the growth-related share of the storm drainage capital program identified in this chapter. For this update, the capital scope consists of a single capacity-adding improvement. Expenditures are limited to capacity-increasing costs associated with that project—such as planning, design, land or easements if required, permitting, construction, and capacity elements. Operations, maintenance, and like-for-like replacement without added capacity are not eligible.

   Fee revenues are programmed for improvements that serve the City's integrated drainage system and help maintain the adopted level of protection as development occurs.

3. **Relationship Between the Fee's Use and the Type of Development**

   The fee is charged to new developments in proportion to the runoff they generate. Runoff coef icients are applied to land uses to measure impervious surface increases and allocate costs accordingly. This ensures that each development type pays only for the drainage impacts it creates.

4. **Relationship Between the Need for the Facilities and the Type of Development**

   New development increases the extent of impervious surfaces, which in turn increases stormwater runoff, requiring additional capacity in the storm drainage system. Without new improvements, the level of service provided to the existing community would diminish. The fee establishes a reasonable relationship between the need for expanded storm drainage facilities and the additional runoff generated by new development.

5. **Relationship Between the Amount of the Fee and the Cost Attributable to Development**

   The fee amount is based on allocating the growth share of project costs across development units, using effective impervious acreage as the demand metric. The resulting fees re lect only the portion of costs attributable to new development. Existing community needs are excluded from the fee program, ensuring compliance with the proportionality requirements of the Mitigation Fee Act.

Implementation and Compliance Notes

Adoption & Program Structure. Update the existing Storm Drain Facilities development impact fee by Council ordinance or resolution, and continue to use a single citywide Storm Drain Facilities fund.

Dedicated Accounting. Maintain a single citywide Storm Drain Facilities fund with project-level subledgers; continue to record interest, credits, and reimbursements, and report annually per the Mitigation Fee Act.

Eligible uses. Limit expenditures to the growth-related, capacity-increasing share of the project(s) identi ied in this chapter. Routine operations, maintenance, and like-for-like replacement without added capacity are not eligible.

Timing of collection. State in the adopting action that the fee is due at the certi icate of occupancy or inal inspection.

Indexing. Authorize annual indexing by an appropriate cost index to maintain purchasing power of the schedule (e.g., construction cost or CPI as applicable to item types).

Credits/reimbursements. Provide for credits or reimbursement agreements when an applicant constructs an eligible capacity project on the adopted list to avoid double payment; maintain audit trails in the fund.

AB 1600 reporting. Continue the City's annual development fee report and public presentation and make the required ive-year indings for any unspent balances, consistent with the Mitigation Fee Act.

Consistency statements. In the adopting action, state that the citywide fee may be programmed for improvements anywhere in the City where they serve the integrated drainage system and maintain the adopted level of protection.

References

State Water Resources Control Board. (2011). *Runoff coefficient (C) fact sheet (Fact Sheet 5.1.3 FS-(RC))*. The Clean Water Team Guidance Compendium for Watershed Monitoring and Assessment.

End of Chapter

Chapter 7
Wastewater (Sewer) System Facilities

Purpose and Scope

Purpose: Establish a new development impact fee (DIF) for Wastewater (Sewer) System Facilities so new development funds its fair, proportional share of added wastewater treatment and conveyance capacity required to maintain the City's established level of wastewater service as growth increases wastewater generation and system loading. The capacity-adding projects included in this chapter are drawn from the *Citywide Wastewater and Sewage Facilities Master Plan* (Carollo, 2025) and from City-identi ied capital improvements necessary to serve projected growth. The fee is based on the Master Plan's demand factors and growth projections, and revenues are restricted to capitalized, growth-related capacity improvements. Fee revenues may not fund routine maintenance, rehabilitation that does not add capacity, or like-for-like replacement, except where a project element demonstrably increases capacity attributable to growth.

Scope of Improvements: The Wastewater System Facilities development impact fee (DIF) program is limited to capacity-increasing wastewater treatment and collection system improvements identi ied in the Citywide Wastewater and Sewage Facilities Master Plan and City-identi ied capital improvements included in this chapter. Eligible improvements consist only of projects and project components that add treatment or conveyance capacity required to serve projected buildout lows and to avoid surcharge, capacity exceedances, or service degradation under growth conditions. The program excludes routine maintenance, rehabilitation that does not add capacity, correction of existing de iciencies, and like-for-like replacement unrelated to added capacity. Any project element that provides a bene it to existing development must be funded through non-DIF sources.

Scope Beneficiaries: Wastewater System Facilities capacity improvements are required to serve projected growth within Barstow. The projects included in this update add treatment and conveyance capacity needed to maintain the City's established wastewater level of service as wastewater generation and system loading increase with new development. The growth-related share of these improvements will be funded by new development; any project element that bene its existing development is excluded from DIF funding and must be funded through other non-DIF sources. The growth share is allocated across the study's fee land use classes in proportion to each class's contribution to additional wastewater demand, using the adopted wastewater generation factors and level-of-service criteria by land use type. This maintains a proportional nexus between the fee and those who bene it from the added capacity.

Scope of Nexus: This fee program funds the capacity-increasing Wastewater System Facilities improvements included in this update, consisting of a new wastewater treatment plant initial phase, targeted gravity sewer conveyance upsizing, and sanitary sewer relocation necessary to extend service and maintain system performance under projected buildout lows. The nexus is based on average daily wastewater low measured in gallons per day (GPD): as new development increases GPD, additional system capacity is required to maintain the City's established level of service.

Wastewater demand for each fee land use category is measured using adopted GPD-based generation factors from the *Citywide Wastewater and Sewage Facilities Master Plan*. Residential demand is expressed on a per-dwelling-unit basis, nonresidential demand is expressed per acre, and Commercial Lodging Rooms are measured on a per-Room basis. These factors provide the quantitative basis for allocating growth-related project costs in proportion to each land use category's contribution to future wastewater loads, maintaining a clear and proportional nexus between those who generate demand and the facilities they help fund. Additional detail on the adopted factors and how they are applied by land use is provided in the Methods section.

Existing System

Assets and Infrastructure: Barstow's wastewater system is a predominantly gravity collection and conveyance network constructed of vitri ied clay pipe (VCP) and polyvinyl chloride (PVC). The conveyance system totals approximately 1,025,222 feet (about 194.17 miles) of sewer mains, with distribution and larger mains ranging from 8 inches up to 33 inches in diameter. These mains convey low to the City's Wastewater Treatment Plant.

A major interceptor (trunk) line north of Main Street gathers low from multiple directions, crosses Interstate 15 via a siphon, and routes them to the plant. Appurtenances such as manholes and junctions manage tie-ins and grade changes, and treatment ponds and related process/storage facilities at the plant support overall system performance. Together, these inventoried assets establish the existing system baseline for this chapter and provide the framework for identifying capacity-adding Wastewater System Facilities improvements in later sections.

Existing Financial Commitment: The existing community's equity in Wastewater System Facilities totals $182,876,419, consisting of $156,396,101 for the sewer conveyance system and $26,480,318 for the treatment plant. There is no current Wastewater System Facilities development impact fee fund, and therefore no existing fund balance to net against project costs. For transparency and proportionality, this total will be distributed across the study's fee land use classes using the same gallons-per-day (GPD) demand framework applied in the fee calculation, providing a consistent comparison between the existing community's investment and the proportionate shares assigned to new development in the Wastewater System Facilities fee schedule.

Level of Service: The City's wastewater level of service is de ined by the system's ability to collect, convey, and treat low from developed land uses without wastewater system over low (including sanitary sewer over low), capacity bottlenecks, or violations of treatment and discharge requirements. System demand is measured in average daily wastewater low, in gallons per day (GPD). For this study, wastewater demand is quanti ied using adopted GPD-based generation factors by land use category. Residential factors are expressed on a per-dwelling-unit basis, while nonresidential factors are expressed per acre (and per Room for Commercial Lodging Rooms). The adopted factors are:

- Single-Family Residential: 233 GPD per dwelling unit
- Multiple-Family Residential: 232 GPD per dwelling unit

- Mobile Home Dwelling Units: 156 GPD per dwelling unit
- Commercial Lodging Rooms: 140 GPD per Room
- Retail, Commercial, & Service Uses: 1,200 GPD per acre
- Industrial Uses: 1,200 GPD per acre
- Institutional Uses: 500 GPD per acre

These factors quantify each land use's relative contribution to system loading; higher factors correspond to greater wastewater generation and therefore a larger share of capacity needs. Together with the existing system values reported in this chapter's Existing System section, this GPD-based framework establishes Barstow's baseline wastewater service level against which future growth impacts are evaluated and growth-related capacity costs are allocated. Additional detail on the adopted factors and their application is provided in the Methods section. Calculations are performed at full precision in the model; factors are displayed in rounded form for readability.

Growth and Demand

Growth Inputs: This chapter measures growth using Land Use Database (LUDB) quantities for new development over the study horizon—dwelling units or rooms for residential categories and building square feet for nonresidential categories. Each land use is paired with an adopted wastewater generation factor, expressed in gallons per day (GPD), so that higher-demand land uses generate proportionally more wastewater per unit of growth. The resulting GPD totals establish each class's share of growth-related demand on the wastewater system and provide the basis for allocating fee-eligible capacity costs and deriving maximum justi ied fees.

The analysis applies these factors to the land use categories established earlier in this chapter, maintaining consistent de initions throughout.

Method: This chapter converts growth to wastewater demand by applying adopted average daily wastewater generation factors, expressed in gallons per day (GPD), to each fee land use category. The adopted factors are drawn from the *Citywide Wastewater and Sewage Facilities Master Plan* and re lect the City's current planning baseline for wastewater service.

Residential demand factors are derived from the Master Plan's residential population low factor of 80 GPD per person. For each residential land use, the per-dwelling-unit factor is calculated as 80 GPD per person multiplied by the adopted persons-per-household (PPH) value for that category. This produces residential demand factors on a per-dwelling-unit basis for Single-Family Residential, Multiple-Family Residential, and Mobile Home Dwelling Units. Nonresidential demand factors are taken from the Master Plan's land-use low factors expressed in GPD per acre and are cross-walked to the study's nonresidential fee land use categories. Commercial Lodging Rooms are measured on a per-Room basis using the adopted factor applied in this update. Calculations are performed at full precision in the model; factors and intermediate values are displayed in rounded form in this chapter for readability.

Existing system demand is summarized in Table 7-1, Existing Average Daily Wastewater Demand (GPD). Projected demand from new development is summarized in Table 7-2, Projected Average Daily

Wastewater Demand from Growth (GPD). Demand totals in each table are calculated by land use as follows:

- Residential land uses: Projected dwelling units are multiplied by the applicable residential GPD per dwelling unit factor.
- Commercial Lodging Rooms: Projected rooms are multiplied by the GPD per Room factor.
- Nonresidential land uses: Projected nonresidential demand is calculated using GPD per acre factors. For each nonresidential land use, growth acreage is multiplied by the applicable per-acre factor to convert land use area to GPD. Building square feet are reported alongside acreage for land use context and to support fee-unit conversion, but acreage is the basis for the demand conversion.

Citywide wastewater demand is the sum of the land use GPD totals. Each land use's share of demand is calculated as a Percentage of Demand equal to that land use's GPD divided by the citywide total. These demand shares are carried into Allocation of Project Costs to distribute growth-eligible Wastewater System Facilities costs in proportion to each land use category's contribution to added system loading.

The resulting growth cost allocations are then converted to fee rates using the applicable growth measures in the fee table. Residential and nonresidential fees are expressed per square foot of new development, and Commercial Lodging fees are expressed per Room. Accordingly, each land use's allocated growth cost is divided by its projected growth measure to derive the maximum justi ied fee for that category. This approach ensures that land uses generating more wastewater demand bear a commensurately larger share of growth-related capacity costs, maintaining proportionality between new demand and the facilities required to serve it.

Scope of Included Demand Metric: The demand metric used to allocate Wastewater System Facilities costs is average daily wastewater demand, expressed in GPD. This converts the physical extent of development into equivalent wastewater loading by applying adopted land use-speci ic generation factors. Each land use's contribution depends on its adopted GPD factor and its development measure (for example, dwelling units for residential, acres for nonresidential, and rooms for lodging); accordingly, no single category universally generates more demand than another without considering the scale of development. By standardizing wastewater generation across all land uses, the GPD framework provides a common unit for comparing relative impacts and distributing costs proportionately, so each land use pays only its fair share of growth-related system costs. This approach aligns with the Mitigation Fee Act's requirement that fees be reasonably related to the burden created by new development. The calculation of existing average daily wastewater demand is summarized in Table 7-1.

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Table 7-1

Existing Average Daily Wastewater Demand (GPD)			
Land Use	Units/Acres	Gallons Per Day	Existing Average Daily Wastewater Demand (GPD)
Single-Family Residential	5,551	233	1,294,049
Multiple-Family Residential	3,364	232	779,372
Mobile-Home Dwelling Units	708	156	110,788
Commercial Lodging Rooms	1,687	140	236,180
Retail, Commercial, & Service Uses	580.25	1,200	696,300
Industrial Uses	541.32	1,200	649,584
Institutional Uses	513.44	500	256,720
Total	-	-	4,022,993

Note: Residential and Lodging entries show dwelling units/rooms. Nonresidential entries show acres to align with the GPD-per-acre factors in the Level of Service; building square feet are reported later for fee units (AB-602).

Resulting Service Demand: Based on the method described above, applying the adopted GPD generation factors to the Land Use Database growth yields a citywide total of 2,710,426 GPD of potential average daily wastewater demand from new development. This total represents the resulting service demand attributable to growth and serves as the basis for allocating growth-related Wastewater System Facilities capacity costs. Each land use's share is determined by its proportion of the 2,710,426 GPD total and is carried forward to the allocation of costs and the fee calculation in the next section. The calculation of projected average daily wastewater demand from new development is summarized in Table 7-2.

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Table 7-2

Projected Average Daily Wastewater Demand (GPD)			
Land Use	Units/Acres	Gallons Per Day	Projected Average Daily Wastewater Demand (GPD)
Single-Family Residential	4,127	233	962,086
Multiple-Family Residential	2,598	232	601,905
Mobile-Home Dwelling Units	2	156	313
Commercial Lodging Rooms	160	140	22,400
Retail, Commercial, & Service Uses	151.26	1,200	181,512
Industrial Uses	710.80	1,200	852,960
Institutional Uses	178.50	500	89,250
Total	-	-	2,710,426

Note: Residential and Lodging entries show dwelling units/rooms. Nonresidential entries show acres to align with the GPD-per-acre factors in the Level of Service; building square feet are reported later for fee units (AB-602).

Capacity Implications: As growth increases wastewater generation, the system must provide additional collection, conveyance, and treatment capacity to maintain the existing level of service. Capacity is added where the system is constrained by upsizing pipelines where lows exceed available capacity and by expanding treatment capacity where plant-side limits are approached. Routine repair or like-for-like replacement is not fee-eligible unless a project element increases capacity attributable to growth.

This study converts LUDB growth to demand in GPD and uses the resulting citywide total to apportion the fee-eligible share of capacity costs across land uses. For Barstow, the capital scope in this chapter consists of treatment capacity expansion, targeted gravity sewer conveyance upsizing, and sanitary sewer relocation necessary to provide service to growth areas and maintain system performance under projected buildout lows. Fee-eligible costs are allocated to land uses in proportion to each category's share of citywide GPD from growth (summarized in Table 7-2). Because the growth inputs used in this study contain no negative entries that would offset demand through net redevelopment reductions, there is no reduction to the citywide growth total.

Project sizing and siting re lect where added capacity is necessary to serve growth while keeping service levels constant.

Allocation by Land Use: The allocation follows a simple sequence. For each fee land use category, growth is converted to demand using the adopted GPD factors described in the Level of Service section. Residential growth (dwelling units) and Commercial Lodging growth (rooms) are multiplied by their applicable per-unit factors, and nonresidential growth is converted using per-acre factors applied to growth acreage, while building square feet are reported for context. Summing the results establishes the total average daily wastewater demand from growth, and each category's proportion of that total becomes its allocation share. Those shares are applied to the fee-eligible portion of the capital program in this update to produce category subtotals. Subtotals are then converted to fee schedule units consistent with AB-602: residential and nonresidential fees are expressed per square foot, and lodging is expressed per Room. This approach keeps the allocation directly tied to each land use's contribution to wastewater demand and the capacity provided.

Capacity Sizing and Capital Program: Capacity is sized to maintain the City's existing level of wastewater service as development occurs. Sizing and prioritization follow the GPD-based framework used in this chapter. Projects that add capacity, such as upsizing pipelines where lows exceed available capacity or expanding treatment capacity where plant-side limits are approached, are eligible only to the capacity-increase share attributable to growth; routine repair or like-for-like replacement without added capacity is not fee-eligible.

For this update, the capital scope is limited to a de ined set of capacity-adding improvements consisting of treatment capacity expansion, including construction of a new wastewater treatment plant initial phase, targeted gravity sewer conveyance upsizing, and sanitary sewer relocation required to serve growth areas and maintain system performance. Fee-eligible costs are allocated to land use categories using the GPD-based method described above, and the resulting allocations carry forward to the fee schedule presentation.

The following section presents the speci ic capacity-adding improvements included in this update and documents their scope, purpose, and eligibility. Each project is framed to maintain the existing level of wastewater service as development occurs, and the fee-eligible share is determined using the GPD-based allocation method.

Wastewater System Facilities Projects

Project ID: WW-001

Project Title: New Wastewater Treatment Plant — Initial Phase

Description: Construct the initial phase of a new wastewater treatment plant to add 4.6 MGD of treatment capacity required to serve projected buildout lows. This initial phase delivers a complete, operable treatment facility and supporting plant infrastructure necessary to maintain the City's established wastewater level of service as development increases system loading. The project is entirely growth-serving and excludes like-for-like replacement or correction of existing de iciencies.

Size/Scope: New wastewater treatment plant, initial phase providing 4.6 MGD of capacity.

Location: New WWTP parcel adjacent to the existing plant

New Development Share: 100% – $65,210,000 (to be funded through DIFs)

Existing Community Share: 0% – $0 (not eligible for impact fee funding)

Total Cost: $65,210,000

Timing: 2029–2036

Project ID: WW-002

Project Title: Gravity Sewer Upsizing — 10-Inch to 12-Inch (Segment U-P-02)

Description: Upsize approximately 470 linear feet of existing 10-inch gravity sewer to 12-inch at a localized restriction point identi ied in the Master Plan analysis. The upsizing adds the incremental conveyance capacity needed to serve projected net new wastewater demand while maintaining adopted service standards.

Size/Scope: Upsize 470 LF of gravity sewer from 10-inch to 12-inch.

Location: Modeled restriction point in the collection network.

New Development Share: 100% – $365,000 (to be funded through DIFs)

Existing Community Share: 0% – $0 (not eligible for impact fee funding)

Total Cost: $365,000

Timing: 2026–2036

Project ID: WW-003

Project Title: Gravity Sewer Upsizing — 8-Inch to 10-Inch (Segment U-P-03)

Description: Upsize approximately 4,760 linear feet of existing 8-inch gravity sewer to 10-inch within capacity-limited reaches shown in the Master Plan hydraulic model. The improvement increases downstream conveyance capacity so buildout lows can be accommodated without exceeding system performance thresholds. The project is growth-only and excludes maintenance or replacement not tied to added capacity.

Size/Scope: Upsize 4,760 LF of gravity sewer from 8-inch to 10-inch.

Location: Capacity-limited reaches identi ied in the Master Plan model.

New Development Share: 100% – $3,994,000 (to be funded through DIFs)

Existing Community Share: 0% – $0 (not eligible for impact fee funding)

Total Cost: $3,994,000

Timing: 2026–2036

Project ID: WW-004

Project Title: Sanitary Sewer Relocation – Lenwood Area

Description: Relocates and reconstructs sanitary sewer infrastructure in the Lenwood Area to recon igure trunk sewer alignments and provide wastewater service capacity needed to support new development. The project establishes a new sewer alignment to serve intermodal, block swap, and transload warehouse uses, the Sylvan community, and adjacent properties along Main Street, while maintaining system performance and reliability as wastewater lows increase with growth.

Size/Scope: Reroute trunk sanitary sewer infrastructure by removing existing 21-inch to 27-inch sewer from the BNSF Railway corridor and Lenwood Overpass Loop and reconnect the existing 8-inch sewer in Main Street to a new 21-inch to 27-inch alignment. Improvements include new sewer mains, manholes, and related appurtenances required to place the relocated facilities into service and accommodate growth-related wastewater demand.

Location: Lenwood Area, including the BNSF Railway corridor, Lenwood Overpass Loop, Main Street, and the Sylvan community.

New Development Share: 100% – $17,700,000 (to be funded through DIFs)

Existing Community Share: 0% – $0 (not eligible for impact fee funding)

Total Cost: $17,700,000

Timing: 2026–2036

Allocation of Project Costs

The Wastewater System Facilities capital program included in this update consists solely of capacity-adding improvements required to serve projected growth. Each project has been evaluated to con irm that it increases treatment or conveyance capacity, removes system constraints, or extends wastewater service needed to maintain the City's established level of service as development occurs.

Fee-eligible costs are distributed to land uses by each category's share of citywide GPD from growth (summarized in Table 7-2). Residential and nonresidential results are expressed per square foot, and lodging results are expressed per Room, consistent with AB-602. This approach preserves the reasonable relationship between wastewater demand from new development and the capacity provided and produces the maximum justi ied fee by land use category.

Derivation of Maximum Justified Fees

The maximum justi ied Wastewater System Facilities fee is derived by linking growth-related costs to the wastewater generated by new development and expressing the results in fee units. Growth by land use category (dwelling units for residential, rooms for Commercial Lodging Rooms, and building square feet for nonresidential) is converted to demand using the adopted GPD factors from the Level of Service section. Each category's proportion of the citywide total GPD from growth becomes its allocation factor, maintaining proportionality between fee use and those who generate demand.

Those allocation factors are applied to the fee-eligible share of the capital program in this update. The resulting category subtotals are then converted to fee schedule units so that residential and nonresidential fees are expressed per square foot, and Commercial Lodging Rooms are expressed per Room, consistent with the study's presentation. This process yields the maximum justi ied fee by land use category.

Table 7-3

Allocation of Development Cost per Land Use				
Land Use	Average Daily Wastewater Demand (GPD)	Percentage of Growth Demand	Allocation of Expansion Costs	Development Impact Fee Per SF/Room
Single-Family Residential	962,086	35.50%	$30,976,785	$5.423/SF
Multiple-Family Residential	601,905	22.21%	$19,379,849	$8.838/SF
Mobile-Home Dwelling Units	313	0.01%	$10,078	$4.7683/SF
Commercial Lodging Rooms	22,400	0.83%	$721,224	$4,508/Room
Retail, Commercial, & Service Uses	181,512	6.70%	$5,844,237	$2.957/SF
Industrial Uses	852,960	31.47%	$27,463,198	$2.217/SF
Institutional Uses	89,250	3.29%	$2,873,629	$2.678/SF
Total	2,710,426	100%	$87,269,000	-

Existing Community Financial Commitment Comparison

The City's existing Wastewater System Facilities represent $182,876,419 in community equity, consisting of $156,396,101 for the conveyance system and $26,480,318 for the treatment plant. There is no current Wastewater System Facilities development impact fee fund, and therefore, no existing fund balance to net against program costs. Using the study's GPD-based framework, Table 7-4

allocates this equity across the land use categories established earlier in this chapter for comparison to the proposed fee schedule.

This comparison shows the existing community has already inanced the current wastewater service level; new development pays only its proportional, growth-related share of capacity-expanding improvements. Fee schedule units remain per square foot for residential and nonresidential development, and per Room for Commercial Lodging Rooms, as established earlier.

Table 7-4

Allocation of Existing Community Financial Commitment				
Land Use	Average Daily Wastewater Demand (GPD)	Percentage of Existing Demand	Allocation of Existing Costs	Existing Financial Commitment Per SF/Room
Single-Family Residential	1,294,049	32.17%	$58,824,623	$7.084/SF
Multiple-Family Residential	779,372	19.37%	$35,428,538	$12.345/SF
Mobile-Home Dwelling Units	110,788	2.75%	$5,036,179	$6.493/SF
Commercial Lodging Rooms	236,180	5.87%	$10,736,224	$6,387/Room
Retail, Commercial, & Service Uses	696,300	17.31%	$31,652,267	$7.696/SF
Industrial Uses	649,584	16.15%	$29,528,661	$9.959/SF
Institutional Uses	256,720	6.38%	$11,669,927	$3.789/SF
Total	4,022,993	100.00%	$182,876,419	-

Fee Schedule and Summary

Table 7-5 presents the recommended Wastewater System Facilities development impact fees by land use, expressed per square foot for residential and nonresidential development, and per Room for Commercial Lodging Rooms. The schedule is derived from the fee-eligible growth share of the capital program, allocated to land use categories in proportion to their contributions to citywide GPD using the study's GPD-based method. The schedule re lects the maximum justi ied amounts consistent with the Mitigation Fee Act. The City Council may adopt the fees in whole or in part and may apply rounding, indexing by an appropriate cost index, or other policy adjustments, provided the adopted schedule maintains the required reasonable relationship between new wastewater demand and the capacity provided, as documented in this chapter.

Table 7-5

Summary of Proposed Development Impact Fees	
Land Use	Per SF/Room
Single-Family Residential	$5.423/SF
Multiple-Family Residential	$8.838/SF
Mobile-Home Dwelling Units	$4.7683/SF
Commercial Lodging Rooms	$4,508/Room
Retail, Commercial, & Service Uses	$2.957/SF
Industrial Uses	$2.217/SF
Institutional Uses	$2.678/SF

Current Wastewater Facilities Development Impact Fees

The City of Barstow does not currently maintain a Wastewater System Facilities development impact fee program, and there are no adopted wastewater fee rates at this time. This chapter presents maximum justi ied Wastewater System Facilities fees derived from the GPD-based methodology; these will be presented alongside the City's currently adopted fees for other categories for City Council consideration. The Council may adopt wastewater fees at or below the maximum justi ied amounts documented herein.

Five Findings

1. Purpose of the Fee

The Wastewater System Facilities development impact fee (DIF) funds the growth-related share of facilities needed to accommodate additional wastewater generation from new development. The fee allows the City to maintain its adopted level of wastewater service by adding capacity where needed as development occurs. Revenues are limited to capitalized, capacity-adding costs attributable to growth; routine maintenance or like-for-like replacement without added capacity is not fee-eligible.

2. Use of the Fee

Fee revenues will be used to fund the growth-related share of the Wastewater System Facilities capital program identified in this chapter. For this update, the capital scope consists of defined capacity-adding improvements. Expenditures are limited to capacity-increasing costs associated with those projects, such as project-level planning, design, land or easements if required, permitting, construction, and other project components that increase capacity attributable to growth. Operations, maintenance, and like-for-like replacement without added capacity are not eligible. These improvements include treatment expansion, sewer conveyance upsizing, and sanitary sewer relocation projects that add capacity or extend wastewater service to growth areas.

Fee revenues are programmed for improvements that serve the City's integrated wastewater system and help maintain the adopted level of service as development occurs.

3. Relationship Between the Fee's Use and the Type of Development

The fee is charged to new development in proportion to the wastewater it generates. Adopted GPD factors are applied to land uses to quantify average daily wastewater demand and allocate costs accordingly. This ensures that each development type pays only for the wastewater system impacts it creates and the capacity it requires.

4. Relationship Between the Need for the Facilities and the Type of Development

New development increases average daily wastewater demand (GPD), which requires additional capacity in the collection, conveyance, and treatment systems to maintain the existing level of service. Without new improvements, increased lows from growth would strain system capacity and degrade service to the existing community. The fee establishes a reasonable relationship between the need for expanded Wastewater System Facilities and the additional wastewater generated by new development.

5. Relationship Between the Amount of the Fee and the Cost Attributable to Development

The fee amount is based on allocating the growth share of project costs across development units, using average daily wastewater demand (GPD) as the demand metric. The resulting fees reflect only the portion of costs attributable to new development. Existing community needs are excluded from the fee program, ensuring compliance with the proportionality requirements of the Mitigation Fee Act.

Implementation and Compliance Notes

Adoption & Program Structure. Establish a new Wastewater System Facilities development impact fee by Council ordinance or resolution, and create a single citywide Wastewater System Facilities fund.

Dedicated Accounting. Maintain separate accounting for Wastewater System Facilities fee receipts, interest, and expenditures; track project-level uses and retain audit trails.

Eligible Uses. Limit expenditures to the growth-related, capacity-increasing share of the projects identi ied in this chapter. Routine operations, maintenance, and like-for-like replacement without added capacity are not eligible.

Timing of Collection. State in the adopting action that the fee is due at the certi icate of occupancy or inal inspection.

Indexing. Authorize annual indexing by an appropriate cost index to maintain purchasing power of the schedule (for example, construction cost or CPI as applicable to item types).

Credits/Reimbursements. Provide for credits or reimbursement agreements when an applicant constructs an eligible capacity project on the adopted list to avoid double payment; maintain audit trails in the fund.

AB-1600 Reporting. Continue the City's annual development fee report and public presentation and make the required ive-year indings for any unspent balances, consistent with the Mitigation Fee Act.

Consistency Statements. In the adopting action, state that the citywide fee may be programmed for improvements anywhere in the City where they serve the integrated wastewater system and maintain the adopted level of service.

References

Carollo. (2025). *Citywide Wastewater and Sewage Facilities Master Plan*. Barstow: Carollo.

End of Chapter

APPENDIX A

DEVELOPMENT IMPACT FEE MASTER FEE SCHEDULE

City of Barstow Development Impact Fee Master Fee Schedule

Land Use	Cost Basis	Law Enforcement Facilities	Fire Facilities	Circulation Development	Storm Drain	Wastewater System Facilities	Total DIF
Single-Family Residential	Per Square Foot	$1.048	$3.926	$3.704	$0.106	$5.423	$14.21
Multiple-Family Residential	Per Square Foot	$2.527	$2.304	$2.429	$0.060	$8.838	$16.16
Mobile-Home Dwelling Units	Per Square Foot	$1.926	$2.064	$2.103	$0.814	$4.683	$11.59
Commercial Lodging Rooms	Per Room	$216	$2,205	$1,274	$44	$4,508	$8,246
Retail, Commercial, & Service Uses	Per Square Foot	$2.201	$2.296	$19.715	$0.097	$2.957	$27.27
Industrial Uses	Per Square Foot	$0.709	$0.239	$6.879	$0.070	$2.217	$10.11
Institutional Uses	Per Square Foot	$0.373	$0.915	$3.607	$0.211	$2.678	$7.78

APPENDIX B

PERSONS PER HOUSEHOLD (PPH) METHODOLOGY

Appendix B — Persons per Household (PPH) Methodology — City of Barstow

Purpose

This appendix documents the derivation and application of persons-per-household (PPH) factors used to translate population impacts into dwelling-unit equivalents for fee allocation. It supplements Chapter 2 with full methods, category definitions, QA, and a worked application example. The approach is designed to meet transparency and proportionality standards under the Mitigation Fee Act (Gov. Code §§ 66000 et seq.) and AB-602.

Data Sources & "Fixed Household Structure" Approach

Primary data are the U.S. Census Bureau American Community Survey (ACS) 2019–2023 five-year estimates for Barstow. Households by structure type come from ACS Table B25032, and population in occupied housing units by structure type comes from ACS Table B25033. Because ACS B25033 groups "1, detached or attached" together, population is apportioned between detached and attached in proportion to the household shares in B25032. After alignment, Single-Family Residential (SFR) is 1-unit detached; Multiple-Family Residential (MFR) is 1-unit attached plus multi-unit structures (2–4, 5–9, 10–19, 20–49, 50+); and Mobile-Home Dwelling Units (MH) are manufactured/mobile homes.

Category Definitions ("Buckets")

- Single-Family Residential (SFR): One-unit, detached structures.
- Multiple-Family Residential (MFR): One-unit attached plus all multi-unit structures (2+ units).
- Mobile-Home Dwelling Units (MH): Manufactured/mobile homes as defined by ACS.

Calculation Method

For each category c, PPH is computed as Population in occupied housing units (from aligned ACS B25033) divided by Households (from ACS B25032):

PPH_c = Population_c / Households_c

Results — Adopted PPH Factors (ACS 2019–2023)

Residential Category	Persons per Household (PPH)
Single-Family Residential (SFR, 1 detached)	2.914
Multiple-Family Residential (MFR, attached + multi-unit)	2.896
Mobile-Home Dwelling Units (MH)	1.956

Application in the Fee Program (How PPH is Used)

1. Translate units to population equivalents: Population Equivalent_c = Dwelling Units_c × PPH_c.

2. Allocate costs proportionally to population-driven demand where relevant (e.g., Police, certain Fire components, General Government).

3. Example: If a plan phase adds 100 SFR units and 80 MFR units: SFR population equivalent = 100 × 2.914 = 291.4 persons; MFR population equivalent = 80 × 2.896 = 231.7 persons; share of population-based cost is allocated in proportion to 291.4: 231.7 (=56%: 44%).

Sensitivity & Reasonableness Checks

Barstow's SFR and MFR PPH are close (2.914 vs. 2.896), indicating similar average household sizes across these categories locally. MH is lower at 1.956, reflecting smaller average household size. If future policy materially changes unit mix or product type, the City can re-benchmark PPH when new ACS five-year tables are released.

QA, Limitations & Reproducibility

ACS five-year estimates are used for city-level stability. The detached-versus-attached apportionment follows a deterministic rule using household shares from B25032, ensuring reproducibility. PPH reflects 2019–2023 conditions; for later fee updates, re-run the calculation with the latest five-year ACS. Inputs, equations, and outputs are documented so a third party can replicate the figures directly from ACS B25032/B25033 for Barstow.

APPENDIX C

AVERAGE UNIT SIZES (AUS) DERIVATION

Appendix C — Average Unit Size (AUS) Derivation

Purpose

This appendix documents the adopted Average Unit Sizes (AUS) used in this study to convert residential $/DU to $/SF and vice versa, and to support apples-to-apples benchmarking. Methods and inputs are presented for transparency and defensibility under the Mitigation Fee Act (Gov. Code §§ 66000 et seq.) and AB-602.

Scope

This appendix addresses AUS for residential land-use categories only. ADU calculations are documented separately and are not part of this appendix.

Methodology

AUS values reflect Barstow-specific residential unit sizes derived exclusively from publicly verifiable sources. We assembled observations of interior living area (gross square feet per unit) for representative local product and computed a unit-weighted figure so each dwelling unit contributes equally. Outliers (e.g., ultra-large customs) were screened out. All sizes refer to interior living area, not parcel/lot size or building footprint.

Weighted equation: $AUS_t = \Sigma(Units_{ti} \times Area_{ti}) / \Sigma(Units_{ti})$, where t = product type and i = observation.

Adopted Average Unit Sizes — Barstow

Product Type	Adopted AUS	Use in This Study
Single-Family Residential (SFR)	1,384 SF / DU	Convert $/DU ↔ $/SF; residential benchmarking
Multiple-Family Residential (MFR)	844 SF / DU	Convert $/DU ↔ $/SF; residential benchmarking
Mobile-Home Dwelling Units (MH)	1,076 SF / DU	Convert $/DU ↔ $/SF; residential benchmarking

Conversion Examples

To normalize residential fees across jurisdictions, $/DU values are converted to $/SF by dividing by the adopted Average Unit Size (AUS) for that product type. Conversely, a $/SF fee can be expressed as $/DU by multiplying by the AUS. For Barstow, the Multiple-Family Residential composite fee of $16.24 per SF equates to $13,706.56 per DU when multiplied by the adopted 844 SF per unit; similarly, the Single-Family Residential composite fee of $14.52 per SF equates to $20,095.68 per DU when multiplied by the adopted 1,384 SF per unit.

Public Data Sources

The AUS values are grounded in public, verifiable datasets describing residential interior living area in Barstow. The primary measurements come from assessor-curated property records accessed through a public commercial aggregator (for example, ATTOM), which provide unit-level living-area observations for single-family and manufactured/mobile-home dwellings. These measurements are supplemented by Barstow-only Multiple Listing Service (MLS) listing samples that include verified interior square footage for recently sold SFR and MH units, screened to reflect typical local product. For multifamily housing, published apartment community plan sets within the city—such as Desert Heights and Barstonian Apartments—supply representative one-, two-, and three-bedroom unit areas. City planning and entitlement materials may corroborate unit-size ranges reported for approved projects. Statewide websites such as Realtor.com and RentCafe are used only as secondary reasonableness checks to confirm that Barstow-specific averages fall within expected California ranges; they are not relied upon as primary measurements.

Data Handling and Quality Assurance

All observations use a consistent definition of interior living area (gross square feet per dwelling unit). Where multiple observations exist, unit-weighted averaging is applied so each dwelling unit counts equally and large projects do not dominate results. Potential outliers, such as unusually large custom homes or atypical rehabs, are screened out before averaging. To ensure relevance, the dataset emphasizes observations from the most recent three to five years. For defensibility and replication, the study maintains snapshots or citations of public sources, retains full-precision calculations internally, and rounds displayed AUS values to the nearest whole square foot.

Legal References

The selection and application of AUS values are governed by the Mitigation Fee Act (Gov. Code §§ 66000 et seq.) and AB-602. These statutes require that fee methodologies be reasonably related to development impacts and that supporting inputs—such as Average Unit Sizes used to normalize residential fees—be transparent and reproducible from public sources. The methodology presented here satisfies those standards by relying on verifiable datasets, consistent definitions, unit-weighted statistics, and clear conversions between $/DU and $/SF.

APPENDIX D

LAND USE CROSSWALK

Appendix D: Land Use Crosswalk

Purpose: Align the City's General Plan land use designations and zoning families to the DIF land-use categories used in this nexus study so every parcel/designation can be cleanly translated into the fee schedule.

General Plan Designation	Zoning District(s)	DIF Land-Use Category	Density / FAR	Notes
Low Density Residential / Single Family Residential	R-1 / equivalent SFR districts	Single-Family Residential	0 - 7 du/ac	Primary SFR; ADUs don't change DIF category.
Medium Density Residential	R-2 / RM-(low)	Multiple-Family Residential	5 - 20 du/ac	Duplexes, townhomes, garden apts.
High Density Residential	RM / RH / equivalent	Multiple-Family Residential	20 - 30 du/ac	Apartments/condos; ground-floor nonresidential split if separately entitled.
Diverse Use (Mixed Use)	DU / MU implementing zones	Multiple-Family / Retail-Commercial-Service / Lodging	5 - 30 du/ac; 1.5 FAR	Split by approved uses and square footage.
Commercial (Community, General, Downtown, etc.)	C-1/C-2/C-3, CBD, SP overlay	Retail, Commercial, & Service Uses	FAR per GP/zone	Corridor/downtown/auto-oriented all map here unless hotel component.
Hotel / Hospitality	CH/TO or C with hotel use	Commercial Lodging Rooms	FAR per GP/zone	Fee unit is per Room; split mixed sites.
Business Park	BP / IP-Business Park	Industrial Uses / Retail, Commercial, & Service Uses	1.5	Default Industrial; carve out separate office/retail pads.
Industrial (Light/General/Logistics)	M-1/M-2/IL/IH	Industrial Uses	FAR per GP/zone	Warehousing, manufacturing, logistics.
Public / Quasi-Public	P / PQP / Civic / Institutional	Institutional Uses	FAR per GP/zone	Civic/education/medical; split any commercial sub-tenant pads.
Open Space / Parks	OS / PR	Non-fee (program-specific)	N/A	Not fee-bearing; revenue uses to Retail/Commercial/Service.

APPENDIX E

NET NEW FEE APPLICATION

Appendix E – Net New Fee Application

This appendix documents the City of Barstow's net new Development Impact Fee (DIF) calculation method, consistent with the Mitigation Fee Act (Government Code §66000 et seq.), AB-602, and the Warmington decision. The calculation ensures that only the net new development impact is subject to DIFs, with appropriate credits provided for existing legal uses and fees applied solely to incremental increases in development intensity.

Applicability (Programs and Units)

This method applies to the City of Barstow's adopted Development Impact Fee programs assessed on a per-square-foot ($/SF) or per-room ($/Room) basis.

Current Recommended Development Impact Fee Rates

- Single-Family Residential: $14.21 per SF
- Multiple-Family Residential: $16.16 per SF
- Mobile-Home Dwelling Units: $11.59 per SF
- Commercial Lodging Rooms: $8,246.00 per Room
- Retail, Commercial, & Service Uses: $27.27 per SF
- Industrial Uses: $10.11 per SF
- Institutional Uses: $7.78 per SF

Calculation Rules (Net New)

1. Establish Existing Legal Use – Determine the fee credit based on the existing legal use and its current floor area or room count.
2. Establish Proposed Use – Calculate the fee for the proposed development based on the adopted DIF rates and proposed floor area or rooms.
3. Compute Net New – Net New DIF = Proposed DIF – Existing DIF (minimum zero).
4. Change of Use – Fee credits are based on the prior legal use, not the proposed use.
5. Mixed-Use Sites – Apply the method by land-use component and aggregate the resulting net fees.
6. Partial Demolition / Additions – Credits are proportional to the remaining existing floor area or units.

Worked Examples

Example A – Commercial Rebuild (Retail → Retail)

Context: Demolish 10,000 SF retail; construct 12,500 SF new retail.
Rate: Retail, Commercial, & Service Uses = $27.27 per SF

Existing Credit = 10,000 SF × $27.27 = $272,700
Proposed Fee = 12,500 SF × $27.27 = $340,875
Net New DIF = $68,175

Example B – Change of Use (Industrial → Retail, Commercial & Service Uses)

Context: Convert 20,000 SF industrial to 20,000 SF retail.
Rates:
Industrial Uses (credit) = $10.11 per SF
Retail, Commercial, & Service Uses (new) = $27.27 per SF

Existing Credit = 20,000 SF × $10.11 = $202,200
Proposed Fee = 20,000 SF × $27.27 = $545,400
Net New DIF = $343,200

Example C – Residential Teardown & Rebuild (Single-Family Residential → Single-Family Residential)

Context: Demolish 1,500 SF Single-Family Residential dwelling unit; construct 1,900 SF new Single-Family Residential dwelling unit.
Rate: Single-Family Residential = $14.21 per SF

Existing Credit = 1,500 SF × $14.21 = $21,315
Proposed Fee = 1,900 SF × $14.21 = $26,999
Net New DIF = $5,684

Example D – Mixed-Use Redevelopment (Retail + Multiple-Family Residential)

Context: Demolish 8,000 SF retail; construct 10,000 SF retail plus 30,000 SF Multiple-Family Residential.
Rates:
Retail, Commercial, & Service Uses = $27.27 per SF
Multiple-Family Residential = $16.16 per SF

Existing Credit = 8,000 SF × $27.27 = $218,160

Retail Component:
Proposed Retail Fee = 10,000 SF × $27.27 = $272,700
Net Retail DIF = $54,540

Residential Component:
Proposed MFR Fee = 30,000 SF × $16.16 = $484,800

Total Net New DIF = $539,340

Example E – Commercial Lodging (Rooms)

Example E – Commercial Lodging (Rooms)
Context: Increase a hotel from 80 rooms to 95 rooms.
Rate: Commercial Lodging Rooms = $8,246 per Room

Existing Credit = 80 Rooms × $8,246 = $659,680
Proposed Fee = 95 Rooms × $8,246 = $783,370
Net New DIF = $123,690

Submittal Requirements

- Site plan and floor-area summary (existing and proposed).
- Documentation of prior legal use (permits, assessor data, utility records).
- Room counts for lodging uses.
- Applicable worksheets or supplemental program forms.
- Detailed calculation sheets demonstrating the net new calculation.

Administrative Notes

- Negative results result in a $0 fee.
- Fee totals are rounded to the nearest dollar.
- Updated rates apply if the Master Fee Schedule is revised prior to permit issuance.
- Separate utility or district connection fees follow their own schedules but apply the same net-new principle.

APPENDIX F

ACCESSORY DWELLING UNIT (ADU) IMPACT FEE APPLICATION

Appendix F — Accessory Dwelling Unit (ADU) Impact Fee Application

Purpose & Legal Framework

This appendix sets out how the City of Barstow applies development impact fees (DIFs) to Accessory Dwelling Units (ADUs). Under Government Code § 65852.2(f)(3)(A), a local agency may not impose any impact fee on an ADU less than 750 square feet; for ADUs of 750 square feet or more, any impact fees must be charged proportionately in relation to the square footage of the primary dwelling. DIFs must also comply with the Mitigation Fee Act (Gov. Code §§ 66000 et seq., as amended by AB 602), which requires a reasonable relationship and proportionality between the fee and the development's impacts.

Methodology & Calculation Rules

- Threshold: ADUs under 750 SF are exempt from DIFs (Gov. Code § 65852.2(f)(3)(A)). ADUs that are 750 SF or larger may be assessed.
- Composite per-SF basis: Barstow assesses residential DIFs per square foot for five programs in this study—Law Enforcement, Fire Facilities, Circulation Development, Storm Drain Facilities, and Wastewater System Facilities. The composite Single-Family Residential (SFR) rate is the sum of these five program rates (per SF).
- Formula (per-SF method): ADU Fee = Composite SFR Rate ($/SF) × ADU Area (SF).
- Proportionality (primary comparison): Because SFR is charged per SF, ADU Fee = (ADU SF ÷ Primary SF) × Primary Fee = Composite Rate × ADU SF.
- Net-new/credit: If the ADU replaces prior fee-paid floor area and City policy provides a credit, apply Barstow's net-new rule (Proposed Fee minus Existing Fee), floored at $0.
- Rounding: Calculations are performed at full precision; values are displayed to the cent and rounded to the nearest dollar for collection.

Quick Breakdown (At-a-Glance)

- If ADU < 750 SF → No DIF.
- If ADU ≥ 750 SF → Fee = Composite SFR $/SF × ADU SF.
- Proportional check → (ADU SF ÷ Primary SF) × (Primary SF × Composite $/SF) gives the same result.
- Programs included in composite: Law Enforcement, Fire Facilities, Circulation Development, Storm Drain Facilities, Wastewater System Facilities.

Inputs & Example (Barstow Composite Method)

Composite SFR Rate (five programs): $14.21/SF

Primary Dwelling (P): 1,384 SF (Barstow average SFR)

ADU (A): 750 SF

Step-by-Step Calculation

Primary fee (reference) = P × Rate = 1,384 × 14.21 = $19,660.64 → $19,661 (rounded)

ADU fee (per-SF method) = A × Rate = 750 × 14.21 = $10,657.50 → $10,658 (rounded)

Proportional check = (A ÷ P) × Primary Fee = (750 ÷ 1,384) × $19,660.64 = $10,657.50 → $10,658 (rounded)

Policy Note

If the City elects to exempt exactly 750 SF, the ADU example above would be $0; otherwise, it is assessed as shown.

Sources

- Gov. Code § 65852.2(f)(3)(A): ADUs < 750 SF exempt; ADUs ≥ 750 SF charged proportionately (in relation to the primary dwelling).
- Mitigation Fee Act (Gov. Code §§ 66000 et seq., as amended by AB 602): adoption, nexus, and proportionality requirements for development impact fees.

Accessory Dwelling Unit Size Limits Under State Law

California Government Code § 65852.2 establishes baseline size standards for accessory dwelling units (ADUs). Under state law, the total floor area of a detached ADU shall not exceed 1,200 square feet. For an attached ADU, the total floor area shall not exceed 50 percent of the existing primary dwelling, up to a maximum of 1,200 square feet. Junior accessory dwelling units (JADUs) are limited to a maximum size of 500 square feet.

These provisions establish statewide minimum standards that local jurisdictions must allow. Nothing in state law requires that an ADU exceeding these size thresholds be treated as a separate primary dwelling unit; however, the applicability of development impact fees depends on the unit's size, configuration, and classification under the City's adopted land-use categories and development impact fee schedule.

APPENDIX G

PUBLIC SAFETY BUILDING MODEL

Appendix G: Public Safety Building Model

Model Project Used: Barstow Police Station

This appendix documents the Police Station Building Model used for law enforcement facilities in this study. The model applies a standardized public-safety building cost framework, updated to current dollars and calibrated to Barstow Police Department unit prices and quantities, on a per-square-foot basis. Chapter 3 applies this unit-cost model to the growth-related police station need.

Cost Breakdown (Per Station)

Component	Basis	Amount ($)
Site Work	57,587.00 SF × $31.44	$1,810,363.00
Police Station Building	20,514 SF × $548.53	$11,252,442.00
Direct Construction Subtotal		$13,062,805.00
General Conditions (12 months)	8.0% of Direct Subtotal	$1,045,024.00
Construction Contingency	20.0% of Direct Subtotal	$2,612,561.00
Escalation to Midpoint of Construction	7.5% of Direct Subtotal	$1,254,029.00
Hard Cost Subtotal		$17,974,419.00
Bonds and Insurance	2.5% of Hard Cost Subtotal	$449,360.00
General Contractor Fees	5.0% of Hard Cost Subtotal	$898,721.00
Total Construction		$19,322,500.00
Estimated Soft Costs	CSD Design/PM 10.0%; CSD CA 1.5%; CSD CM 4.0%; Permit 1.50%; Bidding LS; Testing 2.00%; Pollution Control LS; Utilities LS	$4,036,276.00
Total — Police Station Project (No Land)	Total Construction + Soft Costs	$23,358,776.00
Land	1.322015611 Acre × $2,250,000.00	$2,974,535.12
Grand Total — Per Police Station	Total Project (No Land) + Land	$26,333,311.12

Notes: Historical unit costs are updated using ENR indices (Now/Then ratio). General Conditions and Construction Contingency apply to the direct-construction subtotal; Escalation is applied as shown. Soft cost components and percentages/lump sums are itemized. The Land line reflects the quantity and unit price from the worksheet; if City-owned land is excluded for a given site, omit that line.

APPENDIX H

BARSTOW FIRE STATION ESTIMATE

ARCHITECTURE INTERIOR DESIGN
PLANNING CONSTRUCTION MANAGEMENT

42095 Zevo Drive, Suite A115
Temecula, CA 92590
Ph: 951.296.9110 Fax: 951.296.6079

OPINION OF PROBABLE CONSTRUCTION COST

PROJECT: Barstow Fire Station
LOCATION: Barstow, CA
DATE: April 2025

	QUANTITY		MATERIAL		LABOR				TOTAL	
SUMMARY		U	UNIT	TOTAL	UNIT	TOTAL			UNIT	TOTAL
PHASE I - APPARATUS/MODULAR										$14,406,487
PHASE II - FIRE STATION										$21,910,145
PHASE III - HELIPORT & HANGAR/ADMIN										$9,831,350
(ASSUMES A 12-MONTH PRICE										
ESCALATION)										
GROSS PROJECT BUDGET TOTAL										$46,147,982

ARCHITECTURE INTERIOR DESIGN
PLANNING CONSTRUCTION MANAGEMENT

42095 Zevo Drive, Suite A115
Temecula, CA 92590
Ph: 951.296.9110 Fax: 951.296.6079

OPINION OF PROBABLE CONSTRUCTION COST

PROJECT: Barstow Fire Station
LOCATION: Barstow, CA
DATE: April 2025

PHASE I	QUANTITY		MATERIAL		LABOR				TOTAL	
APPARATUS/MODULAR		U	UNIT	TOTAL	UNIT	TOTAL			UNIT	TOTAL
PURCHASE PROPERTY	17.9	AC							50,000	$895,000
APPARATUS - PRE-ENGINEERED	5,500	SF							850	$4,675,000
A-SCABA	1	EA							45,000	$45,000
B-LOCKERS	39	EA							1,800	$70,200
C-AIR COMPRESSOR	1	EA							10,000	$10,000
MODULAR (2)										
HOUSING, OFFICE, KITCHEN, DINING										
& BATHROOMS	1,600	SF							700	$1,120,000
SOILS REPORT	1	EA							18,000	$18,000
INFILTRAITION REPORT	1	EA							4,500	$4,500
WATER SERVICE	1	EA							35,000	$35,000
SEWER SERVICE	1	EA							40,000	$40,000
POWER SERVICE	1	EA							55,000	$55,000
CABLE SERVICE	1	EA							30,000	$30,000
TEL/COMM SERVICE	1	EA							25,000	$25,000
CAMERAS/SECURITY SERVICE	1	EA							120,000	$120,000
MATERIALS TESTING	1	EA							80,000	$80,000
FF&E	1	EA							150,000	$150,000
5,000 GAL ABOVE GROUND FUEL TANK	1	EA							18,000	$18,000
500 KW BACKUP GENERATOR	1	EA							650,000	$650,000
8" CONC. PAVING (80,000 SF)	1	EA							630,000	$630,000
TRAINING TOWER (PRE-ENGINEERED)	1	EA							1,400,000	$1,400,000
AC PAVING	240,000	SF							3.10	$744,000
6' H CMU WALL	2,400	LF							52	$124,800
6' H CHAINLINK FENCE	2,800	LF							9.60	$26,880
(CONTINUED ON NEXT PAGE)										

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Ph: 951.296.9110 Fax: 951.296.6079

OPINION OF PROBABLE CONSTRUCTION COST

PROJECT: Barstow Fire Station
LOCATION: Barstow, CA
DATE: April 2025

PHASE I CONT'D	QUANTITY		MATERIAL		LABOR				TOTAL	
APPARATUS/MODULAR		U	UNIT	TOTAL	UNIT	TOTAL			UNIT	TOTAL
SITE LIGHTING (POLES)	12	EA							3,000	36,000
ONSITE 8" LOOP FIRE LINE WITH 8	1	EA							360,000	$360,000
FIRE HYDRANTS										
TRASH ENCLOSURE WITH COVER	1	EA							45,000	$45,000
METAL COVER OVER FUEL &	1	EA							15,000	$15,000
GENERATOR ISLAND										
LANDSCAPING	1	EA							60,000	$60,000
STORM WATER DETENTION BASIN	1	EA							80,000	$80,000
CONCRETE HOSE RAMP	1	EA							15,000	$15,000
SUBTOTAL										$11,577,380
ARCHITECTURE/ENGINEERING FEE	1	EA							950,000	$950,000
SUBTOTAL										$12,527,380
CONTINGENCY	15%									$1,879,107
TOTAL										$14,406,487

ARCHITECTURE INTERIOR DESIGN
PLANNING CONSTRUCTION MANAGEMENT

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Temecula, CA 92590
Ph: 951.296.9110 Fax: 951.296.6079

OPINION OF PROBABLE CONSTRUCTION COST

PROJECT: Barstow Fire Station
LOCATION: Barstow, CA
DATE: April 2025

PHASE II	QUANTITY		MATERIAL		LABOR				TOTAL	
FIRE STATION		U	UNIT	TOTAL	UNIT	TOTAL			UNIT	TOTAL
FIRE STATION	13,609	SF							1,200	$16,330,800
40 KW PHOTOVOLTAIC PARKING/SHADE	1	EA							345,000	$345,000
STRUCTURE FOR 18 SPACES										
SOILS REPORT	1	EA							20,000	$20,000
INFILTRAITION REPORT	1	EA							4,500	$4,500
WATER SERVICE	1	EA							40,000	$40,000
SEWER SERVICE	1	EA							35,000	$35,000
POWER SERVICE	1	EA							65,000	$65,000
CABLE SERVICE	1	EA							12,000	$12,000
TEL/COMM SERVICE	1	EA							25,000	$25,000
CAMERAS/SECURITY SERVICE	1	EA							120,000	$120,000
MATERIALS TESTING	1	EA							130,000	$130,000
FF&E	1	EA							600,000	$600,000
SUBTOTAL										$17,727,300
ARCHITECTURE/ENGINEERING FEE	1	EA							1,325,000	$1,325,000
SUBTOTAL										$19,052,300
CONTINGENCY	15%									$2,857,845
TOTAL										$21,910,145

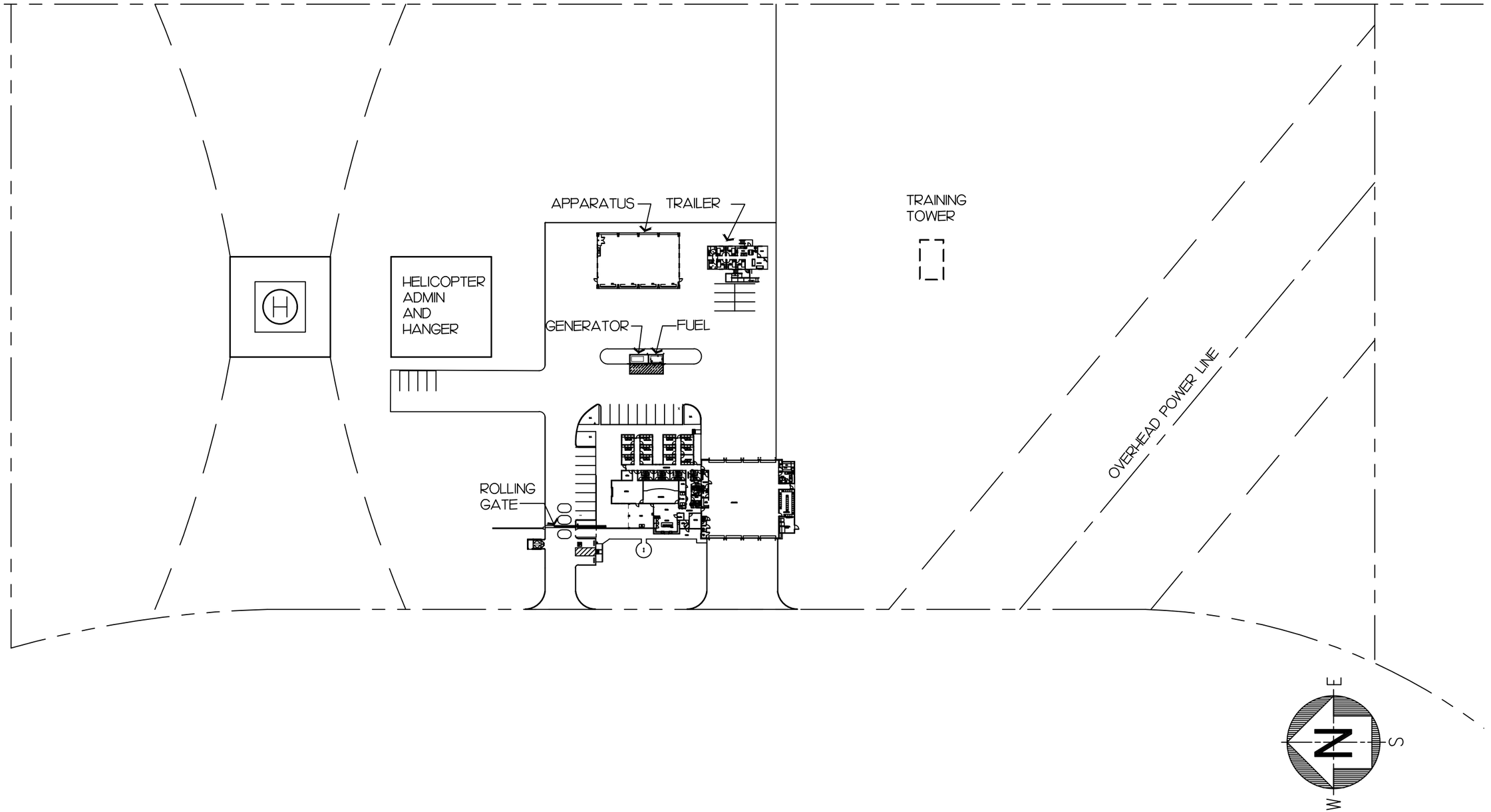
ARCHITECTURE INTERIOR DESIGN
PLANNING CONSTRUCTION MANAGEMENT

42095 Zevo Drive, Suite A115
Temecula, CA 92590
Ph: 951.296.9110 Fax: 951.296.6079

OPINION OF PROBABLE CONSTRUCTION COST

PROJECT: Barstow Fire Station
LOCATION: Barstow, CA
DATE: April 2025

PHASE III	QUANTITY		MATERIAL		LABOR				TOTAL	
HELIPORT & HANGAR/ ADMIN BLDG		U	UNIT	TOTAL	UNIT	TOTAL			UNIT	TOTAL
PRE-ENGINEERED BUILDING WITH	10,000	SF							690	$6,900,000
ADMIN/DORM										
10" CONCRETE	10,000	SF							50	$500,000
8" CONCRETE PAVING	6,000	SF							45	$270,000
SOILS REPORT	1	EA							14,000	$14,000
INFILTRAITION REPORT	1	EA							4,000	$4,000
WATER SERVICE	1	EA							15,000	$15,000
SEWER SERVICE	1	EA							12,000	$12,000
POWER SERVICE	1	EA							60,000	$60,000
CABLE SERVICE	1	EA							4,000	$4,000
TEL/COMM SERVICE	1	EA							140,000	$140,000
CAMERAS/SECURITY SERVICE	1	EA							80,000	$80,000
MATERIALS TESTING	1	EA							65,000	$65,000
FF&E	1	EA								
SUBTOTAL										$8,064,000
ARCHITECTURE/ENGINEERING FEE	1	EA							485,000	$485,000
SUBTOTAL										$8,549,000
CONTINGENCY	15%									$1,282,350
TOTAL										$9,831,350



CITY OF BARSTOW

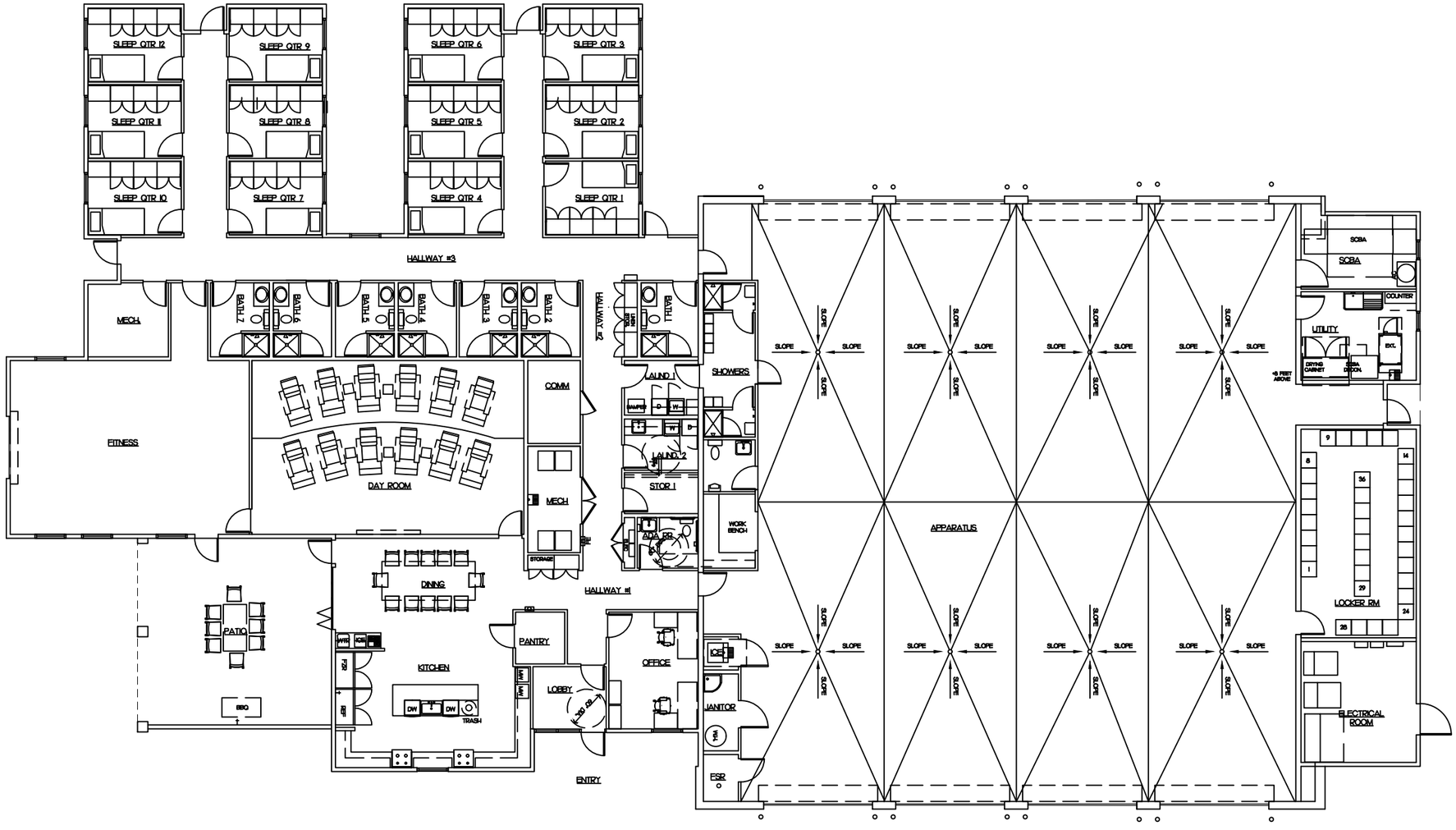
FIRE STATION

CONCEPT SITE PLAN

SCALE:
1" = 100'

DATE:
04-25-2025

42086 ZEVO DR STE A15, TEMECULA, CA 92590
Ph: 951.295.9110 Fax: 951.296.4079



AREA = 13,609 S.F.

CITY OF BARSTOW

FIRE STATION

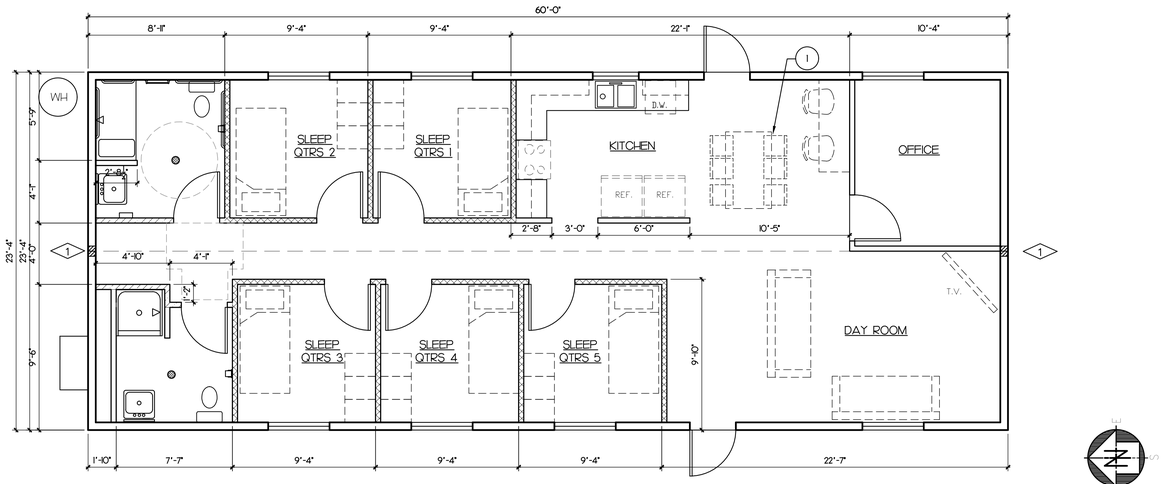
CONCEPT FLOOR PLAN

SCALE: 1/16" = 1'-0"

DATE: 04-25-2025

SIK
42099 ZEVO DR STE A15, TEMECULA CA 92590
PH: 951.296.9110 FAX: 951.296.6079

NOT USED



HATCH LEGEND

30 MIN. FIRE RATED WALL TO UNDER SIDE OF ROOF SHEATHING. R-11 INSUL. TO CEILING LINE. BATTENS ON VCG, TAPE ON RAW GYP.

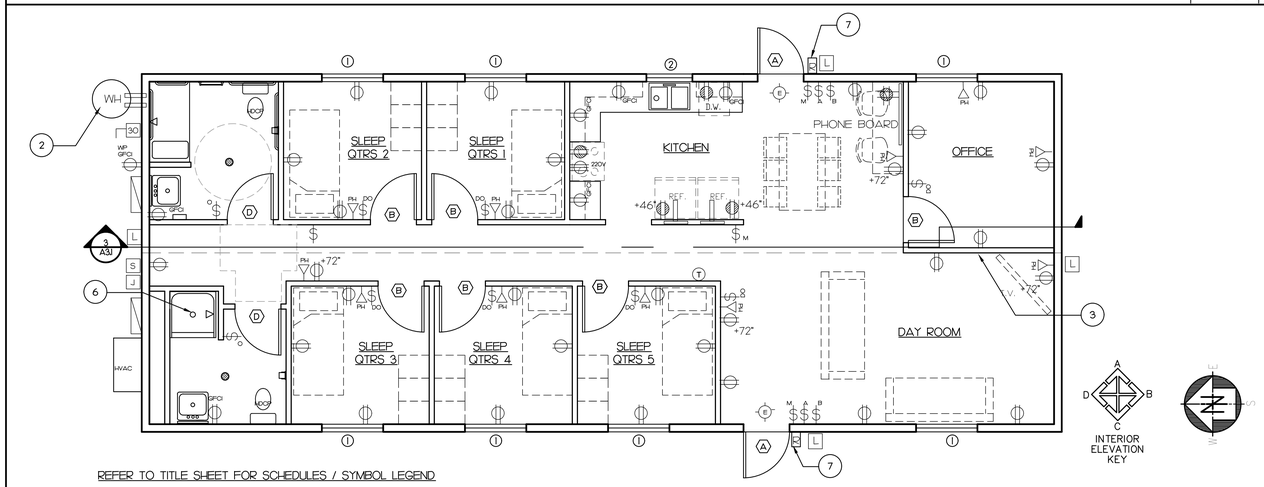
FULL HEIGHT WALL W/ R-11 INSUL. TO CEILING LINE.

POST IDENTIFICATION

1 (2) 2x4 HF #2 POST ON EACH SIDE OF MOD-LINE W/ BLOCKING PROVIDED UNDER POST. (TYP. 4 LOCATIONS) (TYP. #3 HOLDOWN STRAP TOP AND BOTTOM)

DIMENSION PLAN

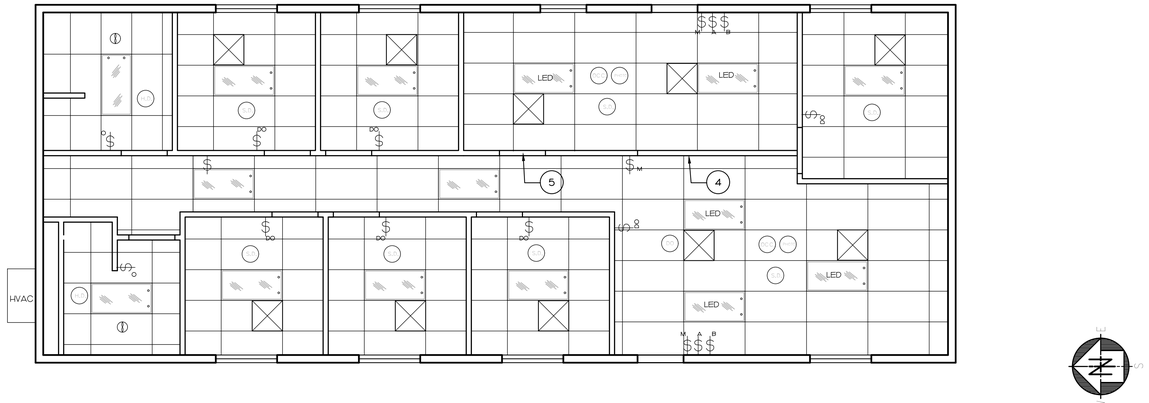
SCALE: 1/4"=1'-0" 2



REFER TO TITLE SHEET FOR SCHEDULES / SYMBOL LEGEND

REFERENCE PLAN

SCALE: 1/4"=1'-0" 3



REFER TO TITLE SHEET FOR SCHEDULES / SYMBOL LEGEND

REFLECTED CEILING PLAN

SCALE: 1/4"=1'-0" 4

KEY NOTES

1. FURNITURE, N.I.C.
2. WATER HEATER, INSTALLED ON SITE BY GENERAL CONTRACTOR.
3. PROVIDE TV WALL BRACKET BLOCKING, SEE 8/A3.1
4. CASED OPENING 7'-8" HIGH
5. CASED OPENING 7'-0" HIGH
6. SHOWER STALL, 36" X 35" X 73" H . FLORESTONE 36-3W OR EQUAL. PROVIDE (1) CURTAIN ROD, (1) CURTAIN, WITH STANDARD SHOWER HEAD AND CONTROLS.
7. CARD READER PER CITY OF RIALTO STANDARDS.

EQUIPMENT LIST

QTY.	ITEM	FURNISHED BY	INSTALLED BY
2	WATER HEATER	CONTRACTOR	CONTRACTOR
	-	CONTRACTOR	CONTRACTOR

NOTES:

NOT USED

STK
42095 ZEVO DR., TEMECULA, CALIFORNIA 92590-3780
Phone: 951.296.9110 Fax: 951.296.6079 Email: stk@stkinc.com

CONSULTANT:

PROJECT FOR:

CITY OF RIALTO

150 S. PALM AVENUE
RIALTO, CA 92376

PROJECT NAME:

RIALTO FIRE DEPARTMENT
STATION 205
(PHASE 1)

1485 S. WILLOW AVE
RIALTO, CA 92376

ISSUE INFORMATION:

DATE:	INFORMATION:
6-16-2017	PLAN CHECK SUBMITTAL
8-25-2017	PLAN CHECK 1
OCT-2017	REVISED SET
2-21-2018	PLAN CHECK 2

SHEET INFORMATION:

STK PROJECT NO.: --------
SCALE: AS NOTED
DATE: JUNE 2017
PLOT DATE:
DRAWING NAME:

SEAL:

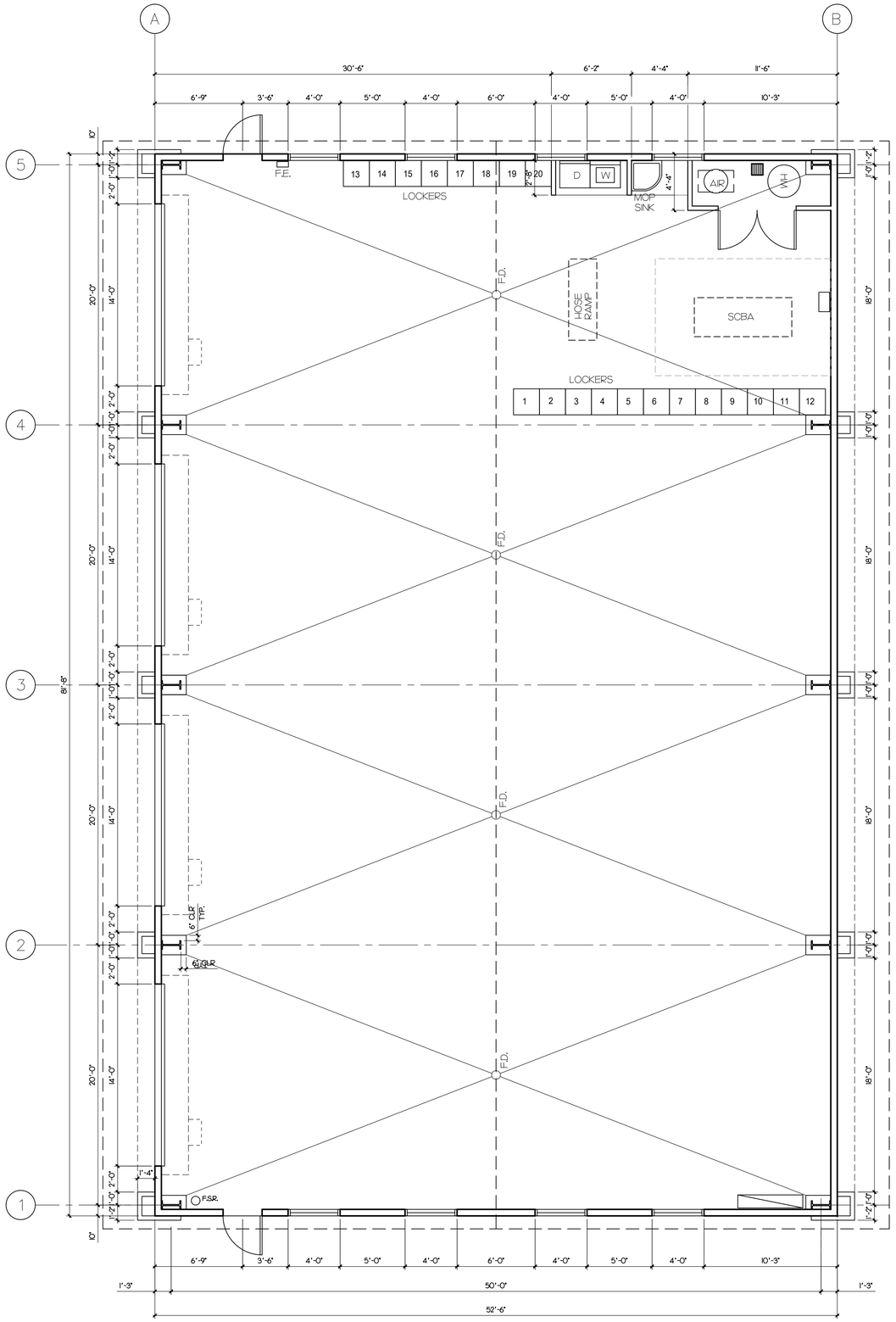
LICENSED ARCHITECT
No. C22977
REN. 11-30-19
STATE OF CALIFORNIA

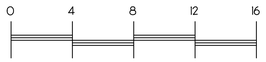
SHEET TITLE:

MODULAR DIM/REF/RCP PLANS

SHEET NO.:

MOD-2





NOTES:

THE DRAWING & NOTES SHOWN ON THIS SHEET IS FOR INFORMATION & BIDDING PURPOSE ONLY. FINAL DESIGN & ENGINEERING/SHOP DRAWING SHALL BE PROVIDED BY THE GENERAL CONTRACTOR, WET STAMPED BY A REGISTERED CALIFORNIA ENGINEER. GENERAL CONTRACTOR TO SUBMIT ENGINEERING/SHOP DRAWINGS AS A DEFERRED SUBMITTAL.

APPARATUS FLOOR PLAN

SCALE: 1/4"=1'-0" 2

STK
42095 ZEVO DR., TEMECULA, CALIFORNIA 92590-3780
Phone: 951.296.9110 Fax: 951.296.6079 Email: stk@stkinc.com

CONSULTANT:

PROJECT FOR:

CITY OF RIALTO

150 S. PALM AVENUE
RIALTO, CA 92376

PROJECT NAME:

RIALTO FIRE DEPARTMENT
STATION 205
(PHASE 1)

1485 S. WILLOW AVE
RIALTO, CA 92376

ISSUE INFORMATION:

DATE:	INFORMATION:
6-16-2017	PLAN CHECK SUBMITTAL
8-25-2017	PLAN CHECK 1
OCT-2017	REVISED SET
2-21-2018	PLAN CHECK 2

SHEET INFORMATION:

STK PROJECT NO.: --------
SCALE: AS NOTED
DATE: JUNE 2017
PLOT DATE:
DRAWING NAME:

SEAL:

SHEET TITLE:

APPARATUS FLOOR PLAN

SHEET NO.:

A2.1

APPENDIX I

TRIP GENERATION & TRIP-MILES METHODOLOGY

Appendix I - Trip Generation & Trip-Miles Methodology

For clarity, references to the City's analysis tool use "Transportation Fee Calculation Model" (the "Calculation Model").

Data Sources

• ITE Trip Generation Manual — daily driveway trip-end rates by land-use type (per DU, per 1,000 SF, per Room). Used for: r on Calculation Model "ITE" and "Extra ITEs."

• SANDAG Appendix T9 — average trip length L (miles) and daily trip-type shares p, d, b by land-use family. Used for: L and p/d/b on the Calculation Model "ITE" and "Extra ITEs."

• Chapter 5 Circulation Development Facilities — controlling composite factors C ("Trip-End and Length Factor") reported in the Nexus Study. Used for: verification/reporting of C; the Calculation Model computes C from ITE + SANDAG and aligns to these values.

p, d, b — Daily trip-type shares: primary (p), diverted (d), pass-by (b) from SANDAG Appendix T9 (implemented on "ITE" and "Extra ITEs").

w_p, w_d, w_b — Trip-type weights reflecting the attributable share of diverted and pass-by relative to a primary trip; embedded in the composite factors used in the Calculation Model (no separate pass-by deduction is applied on top of the daily composite).

C — Composite multiplier embedding trip-type attribution and trip length into a single factor used by the Calculation Model and shown in the chapter tables (Trip-End and Length Factor).

Trip-miles — The demand metric used for cost allocation.

Equations (with provenance)

3.1 Daily trip-ends (r from "ITE" and "Extra ITEs")

$$TripEnds_u = r_u \times Q_u$$

3.2 Trip-miles (L and p/d/b from SANDAG Appendix T9; implemented on "ITE" and "Extra ITEs")

$$TripMiles_u = TripEnds_u \times L_u \times (w_p \cdot p_u + w_d \cdot d_u + w_b \cdot b_u)$$

3.3 Composite implementation (C as shown in chapter tables; computed from ITE + SANDAG on Calculation Model)

$$TripMiles_u = Q_u \times C_u$$

Implementation in the Transportation Fee Calculation Model

• ITE tab: Contains the base ITE codes/rates (r) and the SANDAG-derived parameters (L and p/d/b) by land-use family; these are combined into composite multipliers that align to the Nexus chapter's "Trip-End and Length Factor."

• Extra ITEs: Provides special-case sub-uses (e.g., certain retail, drive-through, banks, etc.) with distinct ITE rates and/or SANDAG parameters. This tab also computes any Adjusted Trip-Ends and Additional Trip-Miles as required for those sub-uses. These values feed the same composite pipeline, so the Streets tab consumes a single C per mapped use.

• Streets tab: Multiplies each fee land-use quantity Q by the composite factor C to compute Trip-Miles by land use; allocates growth-eligible program costs by Trip-Miles share; and converts results to AB-602 per-square-foot (per Room for lodging) fees.

Parameter Table — Barstow Land-Use Buckets (Composite C)

Land-Use Bucket (as shown in the chapter)	Trip-End & Length Factor C (verbatim)

Notes on Retail Pass-By and Optional Reductions

Retail-oriented uses exhibit pass-by/diverted components per SANDAG. In this model, those effects are embedded via C (no separate pass-by deduction is applied on top of the daily composite). Any optional daily reductions for transit adjacency or mixed-use are applied only when supported by documented evidence; otherwise, base composites are used as shown on the "ITE" and "Extra ITEs".

Documentation & Audit Trail

• Source documents: 38 Appendix T9_SANDAG Trip Generation Rates.pdf; the City's internal RCS Calculation Model ("ITE", "Extra ITEs", and "Streets").

• Calculation lineage: For each fee bucket, Q → r (ITE/Extra ITEs) → L, p/d/b (SANDAG) → C (Calculation Model composite) → Trip-Miles → cost allocation → AB-602 per-square-foot (per Room) fees.

• No rounding: All values are carried as shown in sources.

APPENDIX J

DEVELOPMENT IMPACT FEE CAPITAL IMPROVEMENT PLAN

Appendix J: Capital Improvement Plan Introduction

Purpose and Scope:

This Appendix presents the Capital Improvement Plan (CIP) for Development Impact Fees. It compiles growth-related capital projects that maintain existing levels of service as development occurs, excludes operations/maintenance and existing deficiencies, and provides transparent allocations, Total Cost, % of Cost to New Development, and Cost to New Development for each project.

Legal Authority and AB-602 Compliance:

Mitigation Fee Act (Government Code § 66000 et seq.): Requires an essential nexus and rough proportionality, public noticing/transparency for adoption, separate accounting with annual/five-year reporting, and the five statutory findings (Purpose, Use, relationships/need, and amount-to-cost). This appendix supports those requirements by documenting scopes, eligible capital uses, and proportional growth shares.

AB-602 (2021, ch. 347): For studies adopted on/after July 1, 2022, residential fees are presented on a per-square-foot basis; the study identifies the existing level of service (LOS); and a CIP is adopted as part of the nexus study. This appendix provides that CIP and ties projects to LOS so that fees maintain, rather than improve, service.

How This Appendix Satisfies the Law:

Nexus & Proportionality: Each project includes a brief justification linking added capacity to growth; only the growth share is assigned to DIFs.

Eligible Capital Uses Only: Funding is limited to capital, design, environmental/permitting, and delivery; existing deficiencies and O&M are excluded.

Transparency: Tables display Total Cost → % to New Development → Cost to New Development, providing an auditable chain into fee calculations.

What's Inside Appendix J:

Projects are organized by program: Law Enforcement Facilities, Fire Facilities, Circulation Development, Storm Drain Facilities, and Wastewater System Facilities

How to Read the Tables:

Each program's table lists Project Number, Title, Department/Category, Location/Scope, Total Cost, % of Cost to New Development, Cost to New Development, and Estimated Availability, followed by short narrative entries (Brief Description and Justification/Need) tying scope to LOS and growth demand.

City of Barstow AB-1600 Capital Improvement Plan
2026-2036
Law Enforcement Facilities

Project Number	Project Title	Department	Category	Location	Size/Scope	Total Cost	% of Cost to New Dev.	Cost to New Dev.	Est. Availability
LE-001	Police Station Capacity	Barstow Police Department	Law Enforcement Facilities	Police Department	17,701 square feet	$22,678,113	100%	$22,678,113	2036
LE-002	Growth-Related Police Fleet Additions	Barstow Police Department	Law Enforcement Facilities	Police Department	39 fleet units	$1,717,314	100%	$1,717,314	2036
LE-003	Sworn Officer Assigned Equipment	Barstow Police Department	Law Enforcement Facilities	Police Department	31 equipment kits	$313,286	100%	$313,286	2036
LE-004	Specialty Law Enforcement Equipment	Barstow Police Department	Law Enforcement Facilities	Police Department	Specialty equipment for 31 personnel	$466,584	100%	$466,584	2036

Narrative Project Details

Project Number	**LE-001**
Brief Description	Construct additional police station building space to accommodate 31 new sworn officers needed at buildout, based on the Department's existing square-foot-per-officer standard.
Justification/Need	Growth increases calls-for-service; this project adds station capacity so expanded staffing can maintain the City's established law enforcement level of service.

Project Number	**LE-002**
Brief Description	Acquire additional police fleet vehicles to serve 31 new sworn officers and maintain the adopted fleet-to-officer ratio through buildout.
Justification/Need	Vehicles are required to keep response capacity and deployment standards consistent as staffing grows to meet buildout demand.

Project Number	**LE-003**
Brief Description	Provide duty weapons, protective gear, radios, and standard equipment kits for 31 new sworn officers added to serve growth.
Justification/Need	New growth-related officers must be fully equipped to sustain current service standards.

Project Number	**LE-004**
Brief Description	Acquire specialty police equipment (tactical gear, forensic/evidence tools, and related items) proportional to the 31 growth-related officers added at buildout.
Justification/Need	Expands specialty operational capacity tied directly to growth staffing needs; excludes non-capacity replacement or operations.

City of Barstow AB-1600 Capital Improvement Plan
2026-2036
Fire Facilities

Project Number	Project Title	Department	Category	Location	Size/Scope	Total Cost	% of Cost to New Dev.	Cost to New Dev.	Est. Availability
FD-001	New Fire Station Construction	Barstow Fire Protection District	Fire Facilities	Barstow Fire Protection District (citywide)	30,709 square feet	$36,316,632	100%	$36,316,632	2036

Narrative Project Details

Project Number	**FD-001**
Brief Description	Construct one new full-service fire station and supporting facilities to add districtwide response capacity required at buildout.
Justification/Need	Buildout growth adds calls-for-service requiring station-equivalent capacity; a new station is needed to maintain the District's existing level of service.

City of Barstow AB-1600 Capital Improvement Plan
2026-2036
Circulation Development

Project Number	Project Title	Department	Category	Location	Size/Scope	Total Cost	% of Cost to New Dev.	Cost to New Dev.	Est. Availability
ST-001	Veterans Parkway (SR-247/ Barstow Road to Lenwood Road), Including Interstate 15 Overcrossing	Public Works	Circulation Development	SR-247/Barstow Road to Lenwood Road; crosses I-15.	Core corridor =4.7 mi + I-15 OC; approaches up to 6.0 mi (2.5 mi Major Arterial, 3.5 mi Local Collector), distinct segments only.	$125,000,000	100%	$125,000,000	2036
ST-002	Traffic Signal at Main Street & Petit Road	Public Works	Circulation Development	Main Street & Petit Road	Install a new fully actuated traffic signal and intersection improvements.	$500,000	100%	$500,000	2033
ST-003	Lenwood Road & High Desert Road Traffic Signal with Fiber Interconnect	Public Works	Circulation Development	Lenwood Road & High Desert Road	Install a new fully actuated traffic signal with fiber optic interconnect.	$550,000	100%	$550,000	2033
ST-004	Lenwood Road & Truck Freightliner Service Point Traffic Signal	Public Works	Circulation Development	Lenwood Road & Truck Freightliner Service Point Traffic Signal	Install a new fully actuated traffic signal for access control and operations.	$550,000	100%	$550,000	2033

Narrative Project Details

Project Number	**ST-001**
Brief Description	Construct a continuous east–west corridor linking SR-247/Barstow Road and Lenwood Road, integrating approach connections to the citywide network to add connectivity and capacity sized to quantified growth demand (123,618 trip-miles) and maintain adopted mobility standards.
Justification/Need	Build an east–west corridor—with approach connections as needed—to add capacity sized to 123,618 growth-related trip-miles and maintain adopted mobility standards and network connectivity; incidental elements are included only within the corridor.

Project Number	**ST-002**
Brief Description	Installation of a new traffic signal at the intersection of Main Street and Petit Road to improve traffic control and intersection operations as traffic volumes increase.
Justification/Need	New development will increase traffic volumes and turning movements at this intersection. Signalization is required to accommodate growth-related demand and maintain safe and efficient circulation.

Project Number	**ST-003**
Brief Description	Installation of a new traffic signal with fiber optic interconnect at the intersection of Lenwood Road and High Desert Road to support coordinated signal operations and manage increased traffic demand.
Justification/Need	Growth-related development will increase traffic demand along Lenwood Road and at this intersection. Signalization with fiber interconnect is needed to manage increased volumes and support coordinated traffic operations.

Project Number	**ST-004**
Brief Description	Installation of a new traffic signal at the Lenwood Road and Truck Freightliner Service Point driveway to provide controlled access and improve intersection safety and operations.
Justification/Need	Industrial and commercial development will increase truck and vehicular traffic accessing Lenwood Road. Signalization is required to safely accommodate growth-related access and maintain circulation efficiency.

City of Barstow AB-1600 Capital Improvement Plan
2026-2036
Circulation Development

Project Number	Project Title	Department	Category	Location	Size/Scope	Total Cost	% of Cost to New Dev.	Cost to New Dev.	Est. Availability
ST-005	Main Street & Country Club Intersection Improvements	Public Works	Circulation Development	Main Street & Country Club Drive	Intersection widening, turn lanes, and signalization.	$5,700,000	100%	$5,700,000	2028
ST-006	Hinkley Road/Jasper Road/Lenwood Road Intersection Improvements	Public Works	Circulation Development	Hinkley Road, Jasper Road, and Lenwood Road.	Intersection widening, turn lanes, and signalization.	$2,500,000	100%	$2,500,000	2028
ST-007	Main Street Bridge over Lenwood Channel	Public Works	Circulation Development	Jasper Road & Lenwood Road	New bridge crossing with roadway approaches.	$17,900,000	100%	$17,900,000	2028
ST-008	Main Street Roadway Improvements	Public Works	Circulation Development	Main Street between Lenwood Channel and Country Club Drive	Widen Main Street to add travel lanes.	$2,600,000	100%	$2,600,000	2028

Narrative Project Details

Project Number	**ST-005**
Brief Description	Construct intersection improvements at Main Street and Country Club to accommodate growth-related traffic demand and improve circulation operations. The project adds capacity and operational control at a key intersection serving new development while maintaining the City's adopted circulation performance standards.
Justification/Need	New development in the surrounding area increases turning movements and intersection demand beyond existing capacity. These improvements are required to safely accommodate growth-related traffic and maintain acceptable levels of service on the local roadway network.

Project Number	**ST-006**
Brief Description	Construct intersection and roadway improvements to provide safe and efficient access to industrial and logistics development in the Hinkley Road, Jasper Road, and Lenwood Road area. The project accommodates growth-related truck and vehicle traffic while preserving circulation performance on the surrounding network.
Justification/Need	Projected industrial development will generate truck and employee traffic that exceeds the capacity of existing intersections. These improvements are necessary to provide adequate access, improve safety, and maintain circulation system performance as development occurs.

Project Number	**ST-007**
Brief Description	Construct a new bridge crossing at Main Street over the Lenwood Channel to maintain reliable east–west circulation as traffic demand increases with new development. The project improves network continuity and access during storm events while supporting growth-related travel demand.
Justification/Need	As development increases traffic volumes on Main Street, reliable access across the Lenwood Channel is necessary to preserve network connectivity and circulation performance. The project provides improved reliability and capacity during high-flow conditions consistent with projected growth.

Project Number	**ST-008**
Brief Description	Widen Main Street between the Lenwood Channel and Country Club Drive to add travel lanes and improve corridor capacity and traffic operations. The project supports circulation along a key east–west route serving industrial and intermodal development and integrates with the Main Street Bridge improvements to provide continuous roadway capacity.
Justification/Need	Projected growth will generate additional traffic volumes along the Main Street corridor, particularly in connection with industrial and intermodal development served by this route. Without added capacity, increased demand would reduce operational efficiency and degrade adopted mobility standards. This project provides the additional lane capacity necessary to accommodate growth-related traffic and maintain reliable system performance along the corridor.

City of Barstow AB-1600 Capital Improvement Plan
2026-2036
Storm Drain Facilities

Project Number	Project Title	Department	Category	Location	Size/Scope	Total Cost	% of Cost to New Dev.	Cost to New Dev.	Est. Availability
SD-001	Laverne Sedimentation Basin	Public Works	Storm Drain Facilities	South Laverne Street to West Main Street	3.8 acres of sedimentation basin; approximately 1,300 linear feet of street and related improvements	$2,100,000	100%	$2,100,000	2036

Narrative Project Details

Project Number	**SD-001**
Brief Description	Construct a sedimentation basin to intercept and settle sediment conveyed under I-15 before it enters the City network, preserving downstream conveyance and maintaining the level of protection as development occurs.
Justification/Need	Construct the Laverne Sedimentation Basin to intercept and settle sediment conveyed under I-15 before it enters the City network, preserving downstream conveyance and maintaining the City's established level of storm drainage protection as impervious area and runoff increase with new development.

City of Barstow AB-1600 Capital Improvement Plan
2026-2036
Wastewater System Facilities

Project Number	Project Title	Department	Category	Location	Size/Scope	Total Cost	% of Cost to New Dev.	Cost to New Dev.	Est. Availability
WW-001	New Wastewater Treatment Plant — Initial Phase	Public Works	Wastewater System Facilities	Adjacent to existing plant	4.6 MGD treatment capacity	$65,210,000	100%	$65,210,000	2036
WW-002	Gravity Sewer Upsizing — 10-Inch to 12-Inch	Public Works	Wastewater System Facilities	Modeled restriction point	470 LF (10-inch to 12-inch)	$365,000	100%	$365,000	2036
WW-003	Gravity Sewer Upsizing — 8-Inch to 10-Inch	Public Works	Wastewater System Facilities	Capacity-limited reaches per Master Plan model	4,760 LF (8-inch to 10-inch)	$3,994,000	100%	$3,994,000	2036
WW-004	Sanitary Sewer Relocation – Lenwood Area	Public Works	Wastewater System Facilities	Lenwood Area, including Main Street and the Sylvan community	Trunk sewer relocation and reconnection.	$17,700,000	100%	$17,700,000	2036

Narrative Project Details

Project Number	**WW-001**
Brief Description	Build the initial phase of a new wastewater treatment plant providing 4.6 MGD of added treatment capacity for buildout flows.
Justification/Need	Added treatment capacity is required to serve projected buildout demand and preserve the City's established wastewater level of service.

Project Number	**WW-002**
Brief Description	Upsize 470 LF of existing 10-inch sewer to 12-inch at a localized restriction identified in the Master Plan analysis.
Justification/Need	Removes a buildout-condition bottleneck and adds incremental capacity to sustain adopted wastewater service standards.

Project Number	**WW-003**
Brief Description	Upsize 4,760 LF of existing 8-inch gravity sewer to 10-inch in capacity-limited reaches shown in the hydraulic model.
Justification/Need	Adds downstream conveyance capacity needed for projected growth flows while maintaining system performance thresholds.

Project Number	**WW-004**
Brief Description	Relocate and reconstruct trunk sanitary sewer infrastructure to provide wastewater service capacity needed to support new development in the Lenwood Area, including industrial uses, the Sylvan community, and adjacent properties along Main Street.
Justification/Need	New development in the Lenwood Area increases wastewater flows and requires reconfigured sanitary sewer conveyance to provide service capacity and maintain system performance under projected growth conditions.

APPENDIX K

REGIONAL BENCHMARKING OF DEVELOPMENT IMPACT FEES

Appendix K – Regional Benchmarking of Development Impact Fees

This appendix presents a regional benchmarking analysis comparing development impact fees for similar infrastructure programs across peer jurisdictions in the High Desert region. The comparison includes five infrastructure categories: Law Enforcement, Fire Facilities, Circulation (Streets), Storm Drain Facilities, and Wastewater Facilities. Residential fees are shown both per dwelling unit and converted to a per-square-foot basis using Barstow's average dwelling sizes (1,384 SF for Single-Family Residential, 844 SF for Multiple-Family Residential, and 1,076 SF for Mobile Home Dwelling Units). Nonresidential fees are normalized to a per-square-foot basis by dividing per-1,000-SF or per-acre fee rates as appropriate. This ensures a consistent, apples-to-apples comparison between jurisdictions in compliance with AB-602 transparency requirements.

Residential Impact Fee Comparison – $/DU and $/SF

City / Program	Unit Type	Police	Fire	Circulation / Streets	Storm Drain	Wastewater / Sewer	Total ($/SF)
Adelanto	SFR	—	$322.11	$6,102.29	$4,292.99	$3,675.00	$10.40
Adelanto	MFR	—	$222.05	$4,216.23	$2,146.49	$3,675.00	$12.15
Apple Valley	SFR	$1,844.16	$172.13	—	$1,844.16	$2,479.79	$4.58
Apple Valley	MFR	$435.23	$212.70	—	$435.23	$1,766.70	$3.38
Apple Valley	MH	$319.66	$59.00	—	$319.66	$1,008.15	$1.59
Hesperia	SFR	$10.00	$648.00	$12,371.00	$1,387.00	$4,679.00	$13.80
Hesperia	MFR	$8.00	$491.00	$8,667.00	$529.00	$4,679.00	$17.03
Victorville	SFR	$291.65	$284.20	$1,198.47	$2,014.82	$2,237.75	$4.36
Victorville	MFR	$206.15	$373.95	$847.13	$988.97	$2,237.75	$5.52
Victorville	MH	$180.50	$239.32	$741.73	$988.97	$2,237.75	$4.08

Nonresidential Impact Fee Comparison – $/SF

City / Land Use	Police ($/SF)	Fire ($/SF)	Circulation ($/SF)	Storm Drain ($/SF)	Wastewater ($/SF)	Total ($/SF)
Adelanto – Nonresidential	—	$0.028	$0.532	$0.375	$0.084	$1.019
Apple Valley – Retail/Commercial	$0.136	$0.228	—	$0.832	$0.034	$1.230
Apple Valley – Industrial	$0.114	$0.001	—	$0.684	$0.034	$0.833
Hesperia – Retail/Commercial	$0.004	$0.187	$6.000	$0.300	$0.0047	$6.497
Hesperia – Industrial	$0.016	$0.908	$2.703	$0.910	$0.0047	$4.542
Victorville – Retail/Service	$0.111	$0.515	$9.106	—	—	$9.732
Victorville – Industrial	$0.029	$0.055	$4.236	—	—	$4.320
Victorville – Institutional	$0.024	$0.071	$6.692	—	—	$6.787

Notes on Sources and Conversions

- Adelanto (August 2024) – Nonresidential fees per acre converted to $/SF by dividing by 43,560. Residential fees converted from $/DU using Barstow averages.

  Apple Valley (2024) – Fees presented per square foot directly from the schedule.

- Hesperia (April 2022) – Fees per 1,000 SF divided by 1,000 for normalization.

- Victorville (January 2025) – Fees per 1,000 SF divided by 1,000. Hotel/motel rates are available per room and can be added upon request.

- All fees are current as of each jurisdiction's most recent published Development Impact Fee schedule.

APPENDIX L

ANNUAL DEVELOPMENT IMPACT FEE REPORT

Appendix L — Annual Development Impact Fee Report

Introduction

This appendix presents the City of Barstow's Annual Development Impact Fee (DIF) Report, prepared to comply with the California Mitigation Fee Act (Government Code §§ 66000 et seq.). The report provides a public accounting of fee revenues, interest earnings, expenditures, and balances for each DIF category over the most recent fiscal years, and demonstrates that funds are retained and used solely for their intended, nexus-supported purposes.

The report summarizes operations for Fiscal Years 2020–21 through 2023–24 across active DIF categories (e.g., Law Enforcement, Circulation Development, Storm Drain, General Government Facilities, Community Center, Park Development, Aquatics, and Fire), including beginning and ending balances, new fee collections, interest accruals, and eligible project expenditures.

Consistent with City direction and the constrained Council calendar, the project team did not delay adoption of the Nexus Study pending future land-use database updates. Because the Nexus Study is scheduled for action prior to any subsequent land-use refinements, the legal basis for the fees remains intact, and the City's priority, timely adoption, appropriately takes precedence.

Compliance Relationship — Mitigation Fee Act and AB-602

This appendix (Annual DIF accounting) and the Nexus Study together satisfy the Mitigation Fee Act's complementary requirements and AB-602's transparency objectives:

- Government Code § 66006 (Annual Report): Appendix K fulfills the annual public reporting requirement by disclosing, for each fee program, beginning/ending balances, revenues, interest, and expenditures, and identifying the improvements financed or to be financed.

- Government Code § 66001 (Nexus and Five-Year Findings): The Nexus Study documents the purpose of each fee, its use, and the reasonable relationship between the fee and the development on which it is imposed, supporting the five-year findings and any fee updates.

- AB-602 (2021): The Nexus Study provides clear documentation of data sources, assumptions, and calculations; Appendix K provides ongoing financial transparency. In combination, these documents meet both the letter and the intent of the Act's transparency and proportionality standards.

Compliance Statement (for inclusion in Appendix L)

Together with the adopted Nexus Study, this Annual Development Impact Fee Report fulfills the Mitigation Fee Act's annual accounting requirements (Gov. Code § 66006) and supports the five-year findings framework (Gov. Code § 66001). The documentation presented herein, and in the Nexus Study, is intended to satisfy AB-602's transparency expectations by clearly presenting the data sources, assumptions, and fee uses underlying the City's development impact fee program.

City of Barstow
Development Impact Fee Funds
Summary of Operations Preliminary Report
For the Period July 1, 2023 through June 30, 2024

Fee Fund:	Fund Balance July 1, 2023	Impact Fees	Project Expenditures	Admin Fee	Balance @ June 30, 2024	Interest Income FY24		Difference should be FY24 Interest Income	Balances per GL	Adjustments	
Law Enforcement	$ 77,176.01	$ 355.60	$ -	$ -	$ 77,531.61	$ 2,213.48	$ 79,745.09	$ (2,213.48)	$ 77,176.01	$ 2,569.08	425.910.600
Circulation Development	$ 566,382.85	$ 6,912.61	$ -	$ -	$ 573,295.46	$ 16,367.21	$ 589,662.67	$ (16,367.21)	$ 566,382.85	$ 23,279.82	425.910.601
Storm Drain	$ 66,218.30	$ 1,558.21		$ -	$ 67,776.51	$ 1,934.98	$ 69,711.50	$ (1,934.98)	$ 66,218.30	$ 3,493.19	425.910.602
General Government Facilities	$ 31,096.71	$ 533.41	$ -	$ -	$ 31,630.12	$ 903.02	$ 32,533.14	$ (903.02)	$ 31,096.71	$ 1,436.43	425.910.603
Community Center	$ 4,043.30	$ 1,358.10	$ -	$ -	$ 5,401.40	$ 154.21	$ 5,555.61	$ (154.21)	$ 4,043.30	$ 1,512.31	425.910.604
Park Development	$ 17,147.72	$ 6,111.45	$ -	$ -	$ 23,259.17	$ 664.03	$ 23,923.20	$ (664.03)	$ 17,147.72	$ 6,775.48	425.910.605
Aquatics	$ 2,830.24	$ 950.67	$ -	$ -	$ 3,780.91	$ 107.94	$ 3,888.85	$ (107.94)	$ 2,830.24	$ 1,058.61	425.910.606
Fire	$ 7,336.52	$ 300.00		$ -	$ 7,636.52	$ 218.02	$ 7,854.54	$ (218.02)	$ 7,336.52	$ 518.02	425.910.607
Total Development Impact Fee Funds	$ 772,231.65	$ 18,080.05	$ -	$ -	$ 790,311.70	$ 22,562.89	$ 812,874.60	$ (22,562.89)	$ 772,231.65	$ 40,642.94	
							$ 22,562.90				
Lenwood - Flood	$ 45,909.93	$ 2,152.17	$ -	$ -	$ 48,062.10	$ 1,372.14	$ 49,434.24	$ (1,372.14)	$ 45,909.93	$ 3,524.31	425.910.501
Lenwood - Traffic Sig	$ 13,243.27	$ 620.82	$ -	$ -	$ 13,864.09	$ 395.81	$ 14,259.90	$ (395.81)	$ 13,243.27	$ 1,016.63	425.910.502
Lenwood - Water	$ 61,664.55	$ 344.90	$ -	$ -	$ 62,009.45	$ 1,770.33	$ 63,779.78	$ (1,770.33)	$ 61,664.55	$ 2,115.23	425.910.503
Lenwood - Median	$ 23,754.57	$ 3,659.38	$ -	$ -	$ 27,413.95	$ 782.65	$ 28,196.60	$ (782.65)	$ 23,754.57	$ 4,442.03	425.910.504
Total Lenwood Development Impact Fee Funds	$ 144,572.32	$ 6,777.27	$ -	$ -	$ 151,349.59	$ 4,320.93	$ 155,670.52	$ (4,320.93)	$ 144,572.32	$ 11,098.20	
							$ 4,320.93				
GL Total	$ 916,803.97	$ 24,857.32	$ -	$ -	$ 941,661.29	$ 26,883.82	$ 968,545.12				

Interest Allocation	$ 26,883.82	**Need total of interest allocated to Fund 425 - DIF**
Lenwood - Flood	$ 1,372.14	Enter Manually Above
Lenwood - Traffic Sig	$ 395.81	Enter Manually Above
Lenwood - Water	$ 1,770.33	Enter Manually Above
Lenwood - Median	$ 782.65	Enter Manually Above
Law Enforcement	$ 2,213.48	Enter these calculated #'s in each of the tabs. These will auto-feed into the "Interest Income" above.
Circulation Development	$ 16,367.21	Enter these calculated #'s in each of the tabs. These will auto-feed into the "Interest Income" above.
Storm Drain	$ 1,934.98	Enter these calculated #'s in each of the tabs. These will auto-feed into the "Interest Income" above.
General Government Facilities	$ 903.02	Enter these calculated #'s in each of the tabs. These will auto-feed into the "Interest Income" above.
Community Center	$ 154.21	Enter these calculated #'s in each of the tabs. These will auto-feed into the "Interest Income" above.
Park Development	$ 664.03	Enter these calculated #'s in each of the tabs. These will auto-feed into the "Interest Income" above.
Aquatics	$ 107.94	Enter these calculated #'s in each of the tabs. These will auto-feed into the "Interest Income" above.
Fire	$ 218.02	Enter these calculated #'s in each of the tabs. These will auto-feed into the "Interest Income" above.
	$ 26,883.82	

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City of Barstow
Development Impact Fee Funds
Summary of Operations Preliminary Report
For the Period July 1, 2022 through June 30, 2023

Fee Fund:	Fund Balance July 1, 2022	Impact Fees	Interest Income	Project Expenditures	Admin Fee	Fund Balance Budgeted in Fy 2020-21	Balance @ June 30, 2023			Balances per GL	Adjustments
Law Enforcement	$ 75,148.63	$ 732.83	$ 1,294.55	$ -	$ -		$ 77,176.01	$ 77,176.01	$ -	$ 75,148.63	$ 2,027.38
Circulation Development	$ 535,698.87	$ 21,183.51	$ 9,500.47	$ -	$ -		$ 566,382.85	$ 566,382.85	$ -	$ 535,698.87	$ 30,683.98
Storm Drain	$ 62,006.46	$ 3,101.10	$ 1,110.74		$ -		$ 66,218.30	$ 66,218.31	$ (0.01)	$ 62,006.46	$ 4,211.84
General Government Facilities	$ 29,475.85	$ 1,099.25	$ 521.61	$ -	$ -		$ 31,096.71	$ 31,096.71	$ -	$ 29,475.85	$ 1,620.86
Community Center	$ 2,277.90	$ 1,697.58	$ 67.82	$ -	$ -		$ 4,043.30	$ 4,043.30	$ 0.00	$ 2,277.90	$ 1,765.40
Park Development	$ 9,220.96	$ 7,639.13	$ 287.63	$ -	$ -		$ 17,147.72	$ 17,147.72	$ 0.00	$ 9,220.96	$ 7,926.76
Aquatics	$ 1,594.47	$ 1,188.30	$ 47.47	$ -	$ -		$ 2,830.24	$ 2,830.24	$ -	$ 1,594.47	$ 1,235.77
Fire	$ 6,713.45	$ 500.00	$ 123.07		$ -		$ 7,336.52	$ 7,336.52	$ -	$ 6,713.45	$ 623.07
Total Development Impact Fee Funds	$ 722,136.59	$ 37,141.70	$ 12,953.36	$ -	$ -	$ -	$ 772,231.65	$ 772,231.66			$ 50,095.06
								$ 0.01		$ -	
Lenwood - Flood	$ 37,001.95	$ 8,137.89	$ 770.09	$ -	$ -		$ 45,909.93				
Lenwood - Traffic Sig	$ 10,673.66	$ 2,347.47	$ 222.14	$ -	$ -		$ 13,243.27				
Lenwood - Water	$ 46,793.16	$ 13,837.03	$ 1,034.36	$ -	$ -		$ 61,664.55				
Lenwood - Median	$ 22,051.98	$ 1,304.13	$ 398.46	$ -	$ -		$ 23,754.57				
Total Lenwood Development Impact Fee Funds	$ 116,520.75	$ 25,626.52	$ 2,425.05	$ -	$ -	$ -	$ 144,572.32				
GL Total	$ 838,657.34	$ 62,768.22	$ 15,378.41	$ -	$ -	$ -	$ 916,803.97				

Interest Allocation	$ 15,378.41	Gianna will provided total of interest allocated to Fund 425 - DIF
Lenwood - Flood	$ 770.09	
Lenwood - Traffic Sig	$ 222.14	
Lenwood - Water	$ 1,034.36	
Lenwood - Median	$ 398.46	
Law Enforcement	$ 1,294.55	
Circulation Development	$ 9,500.47	
Storm Drain	$ 1,110.74	
General Government Facilities	$ 521.61	
Community Center	$ 67.82	
Park Development	$ 287.63	
Aquatics	$ 47.47	
Fire	$ 123.07	
	$ 15,378.41	

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City of Barstow
Development Impact Fee Funds
Summary of Operations Preliminary Report
For the Period July 1, 2021 through June 30, 2022

Fee Fund:	Fund Balance July 1, 2021	Impact Fees	Interest Income	Project Expenditures	Admin Fee	Fund Balance Budgeted in Fy 2020-21	Balance @ June 30, 2022
Law Enforcement	$ 73,761.05	$ 1,213.36	$ 174.22	$ -	$ -		$ 75,148.63
Circulation Development	$ 515,197.25	$ 19,259.71	$ 1,241.91	$ -	$ -		$ 535,698.87
Storm Drain	$ 59,859.42	$ 2,003.29	$ 143.75		$ -		$ 62,006.46
General Government Facilities	$ 28,620.70	$ 786.82	$ 68.33	$ -	$ -		$ 29,475.85
Community Center	$ 1,367.22	$ 905.40	$ 5.28	$ -	$ -		$ 2,277.90
Park Development	$ 5,125.28	$ 4,074.30	$ 21.38	$ -	$ -		$ 9,220.96
Aquatics	$ 956.99	$ 633.78	$ 3.70	$ -	$ -		$ 1,594.47
Fire	$ 6,297.88	$ 400.00	$ 15.57		$ -		$ 6,713.45
Total Development Impact Fee Funds	$ 691,185.79	$ 29,276.66	$ 1,674.14	$ -	$ -	$ -	$ 722,136.59

City of Barstow
Development Impact Fee Funds
Summary of Operations Preliminary Report
For the Period July 1, 2020 through June 30, 2021

Fee Fund:	Fund Balance July 1, 2020	Impact Fees	Interest Income	Project Expenditures	Admin Fee	Fund Balance Budgeted in Fy 2020-21	Balance @ June 30, 2021
Law Enforcement	36,716.38	36,905.59	99.76	-	0		73,721.73
Circulation Development	599,079.11	347,168.72	696.81	(432,022.00)	0		514,922.64
Storm Drain	28,809.37	15,708.12			0		44,517.49
General Government Facilities	12,839.75	6,785.11		-	0		19,624.86
Community Center	905.97	-		-	0		905.97
Park Development	3,058.32	-		-	0		3,058.32
Aquatics	634.12	-		-	0		634.12
Fire	5,746.82	200.00			0		5,946.82
Total Development Impact Fee Funds	$ 687,789.84	$ 406,767.54	$ 796.57	$ (432,022.00)	$ -	$ -	$ 663,331.95

End of Report