

specific plan **ROUTE 66**  
**BARSTOW**  
downtown

Figure 2.3

**BASELINE LAND USE**  
Subarea 3

**BASELINE LAND USE**

- Single-Family
- Mobile Home Park
- Multi-Family
- General Commercial
- Shopping Center
- Motel
- General Office
- Auto/Truck Related Commercial
- Fueling Station
- Public Storage
- Light Industrial
- Parking Lot
- School
- Public Facility/Utility
- Religious Institutions
- Vacant

**BASE MAP FEATURES**

- Subarea Boundary
- 1 Subarea Number
- Spanish Trail Specific Plan Area
- Parks and Open Space
- Route 66
- Parcels

SOURCES: GIS files provided by the City of Barstow, City of Barstow website: <http://www.barstowca.org/>, Google Maps

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**BARSTOW**  
 downtown

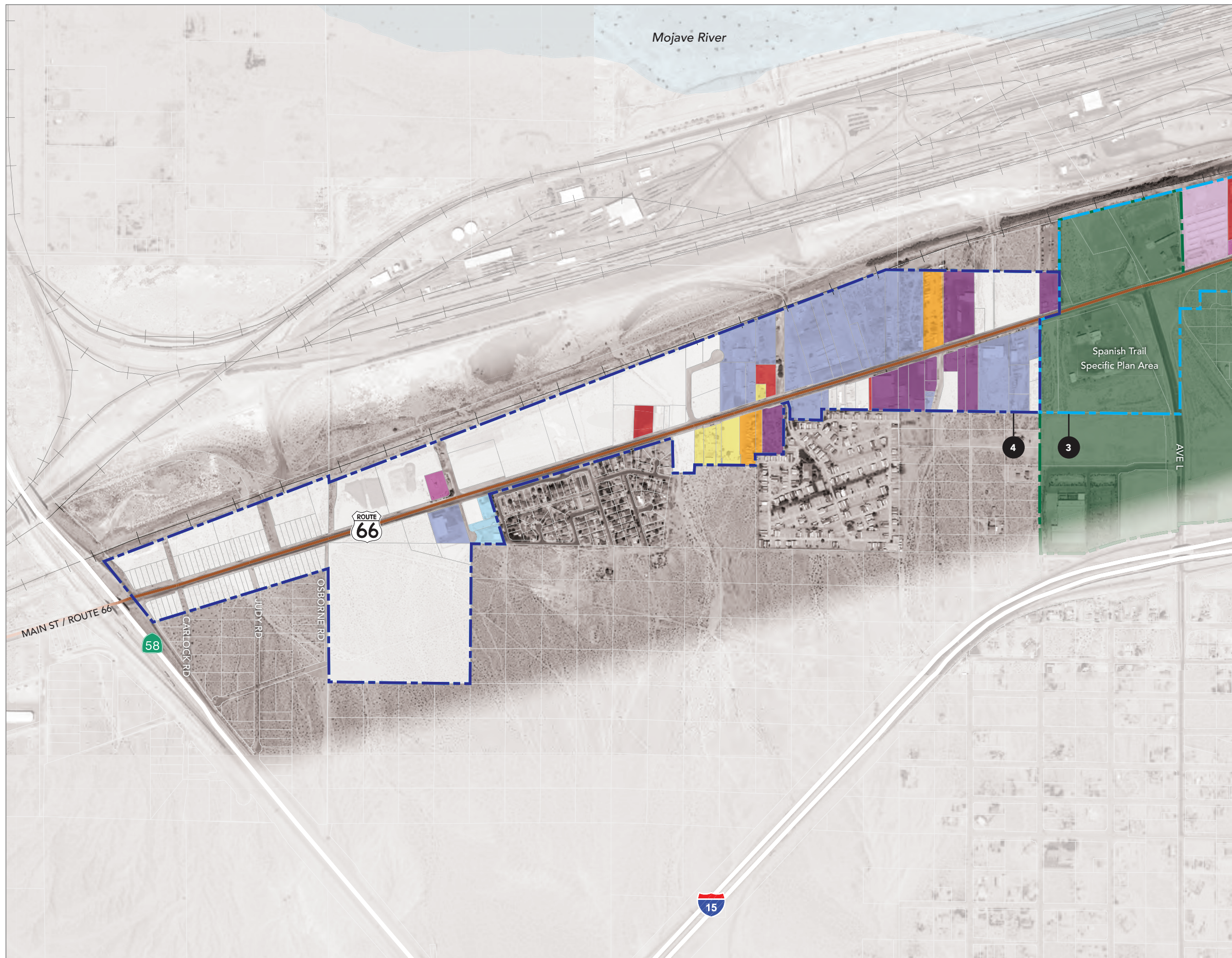
Figure 2.4

**BASELINE LAND USE**  
 Subarea 4

- BASELINE LAND USE**
- Single-Family
  - Mobile Home Park
  - Multi-Family
  - General Commercial
  - Shopping Center
  - Motel
  - General Office
  - Auto/Truck Related Commercial
  - Fueling Station
  - Public Storage
  - Light Industrial
  - Parking Lot
  - School
  - Public Facility/Utility
  - Religious Institutions
  - Vacant
- BASE MAP FEATURES**
- Subarea Boundary
  - Subarea Number
  - Spanish Trail Specific Plan Area
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## URBAN DESIGN AND ARCHITECTURAL THEMES

The planning area comprises a several of subareas that exhibit distinct urban design and architectural themes. Buildings, land uses and streets within each subarea share similar patterns and characteristics. Each subarea is represented visually in Figures 2.5 to 2.8.

### Subarea 1: I-40 to 7th Street

This area is dominated by automobile-oriented design elements and uses. Large street-facing parking lots, drive-through facilities and large signs contribute to an urban form focused primarily on capturing travelers' interests than identifying and advertising the historic qualities of the corridor. The corresponding pedestrian environment is poor, lacking trees for shade and adequate sidewalks. No architectural theme is apparent and wayfinding that points to Downtown Barstow is very limited.

### Subarea 2: 7th Street to Otis Avenue (Downtown)

Classic downtown design elements distinguish this relatively small area physically and visually from the rest of the corridor. Downtown generally provides a good pedestrian environment, with wide sidewalks and pockets of open plaza space and traffic-calming elements such as the tree-lined median. The Route 66 murals adorning the façades of buildings are a consistent draw for locals and tourists. Historic motels are located within and near this area—iconic Americana that enthusiasts have said should be the defining feature of the corridor. However, many buildings are vacant and in various stages of disrepair. There is also a lack of an identifiable gateway when entering Downtown Barstow on both the eastern and western extents of the subarea.

Potentially of greatest importance is the lack of character. While remnants of Downtown Barstow's heyday prior to freeway construction remain, much of the historic character of the area has been covered with stucco, or original marquee awnings and signage have been removed. Returning remaining elements to their original appearance will require several steps, some could be minimal with a new coat of paint, while others would be more significant, such as replacing awnings and rehabilitating buildings and neon signs.

### Subarea 3: Otis Avenue to L Street

This subarea is a transition zone, both architecturally and topographically, between the Downtown core and the more auto-oriented uses and vacant land that defines this subarea. While some historical elements in this subarea remain and the Spanish Trail Specific Plan proposes to develop a significant amount of commercial square footage, the subarea lacks a defined architectural style and suffers from a generally poor pedestrian environment. Few opportunities for pedestrians to safely cross Main Street exist. Many existing buildings consist of tilt-up construction and are auto-oriented, such as car dealerships and related services. A lack of wayfinding or directional signage to Downtown and other tourist destinations hinders tourist interaction.

### Subarea 4: L Street to SR-58

This is the least developed section of the planning area even though it is one of the primary gateways to the corridor. Lack of development means that urban design issues found elsewhere in the corridor are magnified, such as poor pedestrian environment, lack of complete sidewalks, lack of safe crossings across Main Street and lack of wayfinding and directional signage to Downtown or off the SR-58 exit. The street frontage is typical of the auto-oriented nature of the industrial uses in this subarea, with large paved and unpaved areas for automobile maneuvering, parking and storage.

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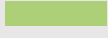
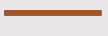
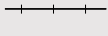
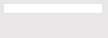

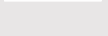
Figure 2.5

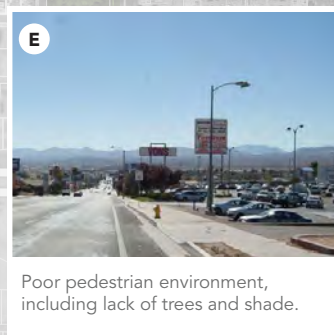
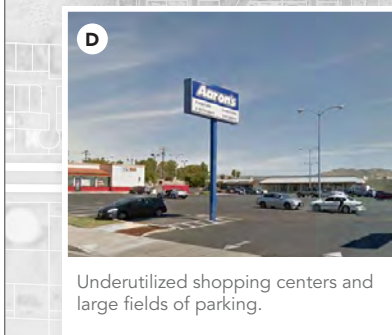
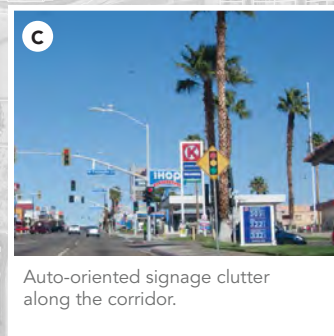
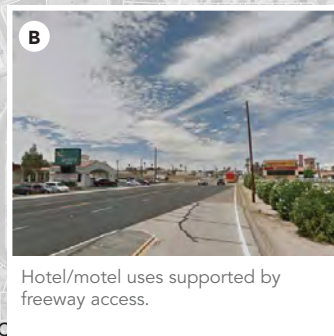
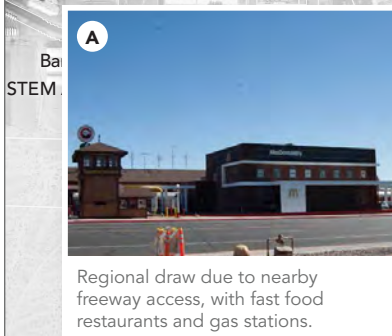
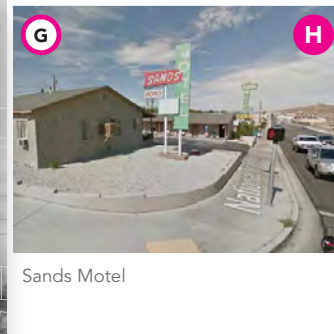
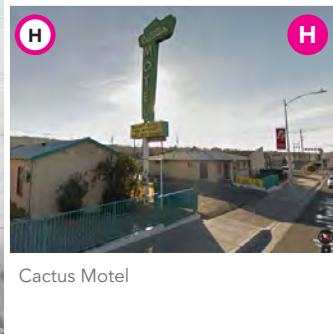
**ARCHITECTURAL THEMES**  
Subarea 1

**ARCHITECTURAL THEMES**

**H** Historic Elements

**BASE MAP FEATURES**

-  Barstow Downtown Specific Plan Project Area
-  Subarea Boundary
-  Subarea Number
-  Spanish Trail Specific Plan Area
-  Parks and Open Space
-  Route 66
-  Passenger and Freight Rail
-  Highways
-  Freeways
-  Parcels



**SUB AREA 1: I-40 FWY TO 7TH ST**

Sub Area 1 is the most active area in the corridor because of its easy access to/from the freeway interchange and nearby lodging options.

The following characteristics define this area:

- A number of fast food restaurants and gas stations
- Sign clutter and large, underutilized parking lots
- Lack of shade for pedestrians
- Lack of architectural and visual quality

Given the high level of vehicle traffic and visitor accommodations, this sub area can better support visitors and tourism by incorporating identifiable, branded wayfinding throughout the corridor, combined with design standards to reduce sign clutter and underutilized parking at key corners.

SOURCES: GIS files provided by the City of Barstow, City of Barstow website: <http://www.barstowca.org/>, Google Maps

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