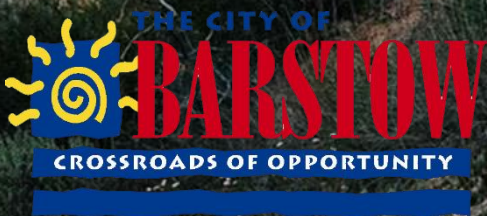


Environmental Justice



BARSTOW
Environmental Justice ELEMENT

- **Planning Commission Approved 05/10/2021 & 07/26/2021 recommending Council Approval of California Environmental Quality Act Finding**
- **Planning Commission Approved 05/10/2021 & 07/26/2021 recommending Council Approval of the General Plan Amendment (PGPA-21-0001)**
- **City Council Approved 08/02/2021 adopting the California Environmental Quality Act Finding**
- **City Council Approved 08/02/2021 adopting the General Plan Amendment (PGPA-21-0001) updating the City of Barstow General Plan to include the Environmental Justice Element**



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Introduction:

"Environmental justice" is defined in California law as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." (Cal. Gov. Code, § 65040.12, subd. (e).)

Many local governments recognize the advantages of environmental justice. These include healthier children, fewer school days lost to illness and asthma, a more productive workforce, and a cleaner and more sustainable environment.

Environmental justice cannot be achieved, however, simply by adopting generalized policies and goals. Instead, environmental justice requires an ongoing commitment to identifying existing and potential problems, and to finding and applying solutions, both in approving specific projects and planning for future development.

Relationship to Other General Plan Elements

The Environmental Justice Element (EJ) shares similarities to other City of Barstow General Plan elements, in particular the Housing Element. Planning decisions related to types of land uses; location, density and intensity of land uses; transportation systems; and street design have a profound impact on both public health and environmental justice. Consequently, the EJ is in its first adaptation, and therefore should be read and considered in the context of other General Plan elements. It should be noted that there are topical areas (e.g., reduce pollution exposure, promote public facilities, and safe and sanitary homes) that are addressed in multiple elements. The EJ will instead address these topics specifically in relation to disadvantaged communities.

Background

Requirements of State Law

State Government Code 65302(h) requires a city or county to “identify objectives and policies to reduce unique or compounded health risks in disadvantaged communities” within their jurisdiction. These objectives and policies must cover the following EJ topical areas:

- Reduce pollution exposure, including improving air quality
- Promote public facilities
- Food access
- Safe and sanitary homes
- Physical activity

California State General Plan Law also requires the identification of objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities. Finally, State General Plan Law requires identification of jurisdiction-wide objectives and policies that promote civil engagement in the decision-making process.

Goals and Principles of Environmental Justice

The Environmental Justice Element (EJ) seeks to ensure that all individuals in the City of Barstow achieve the same degree of protection from environmental and health hazards; equal access to a clean, healthy environment in which to live, learn, play and work; and equal access to the governmental decision-making process.

Identifying Environmental Justice Communities

Disadvantaged Communities (DACs) are “an area identified by the California Environmental Protection Agency (CalEPA) pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.”

By equating DACs as areas identified by CalEPA, SB 1000 defines DACs as the top 25 percent of highest-scoring census tracts in CalEnviroScreen.

Below is the map of disadvantaged communities within Barstow. It encompasses the housing built near the railroads and freeways in the 1950’s and 1960’s and most of the housing within Barstow.

This area also coincides with most of the economic opportunity zone given by the federal government.

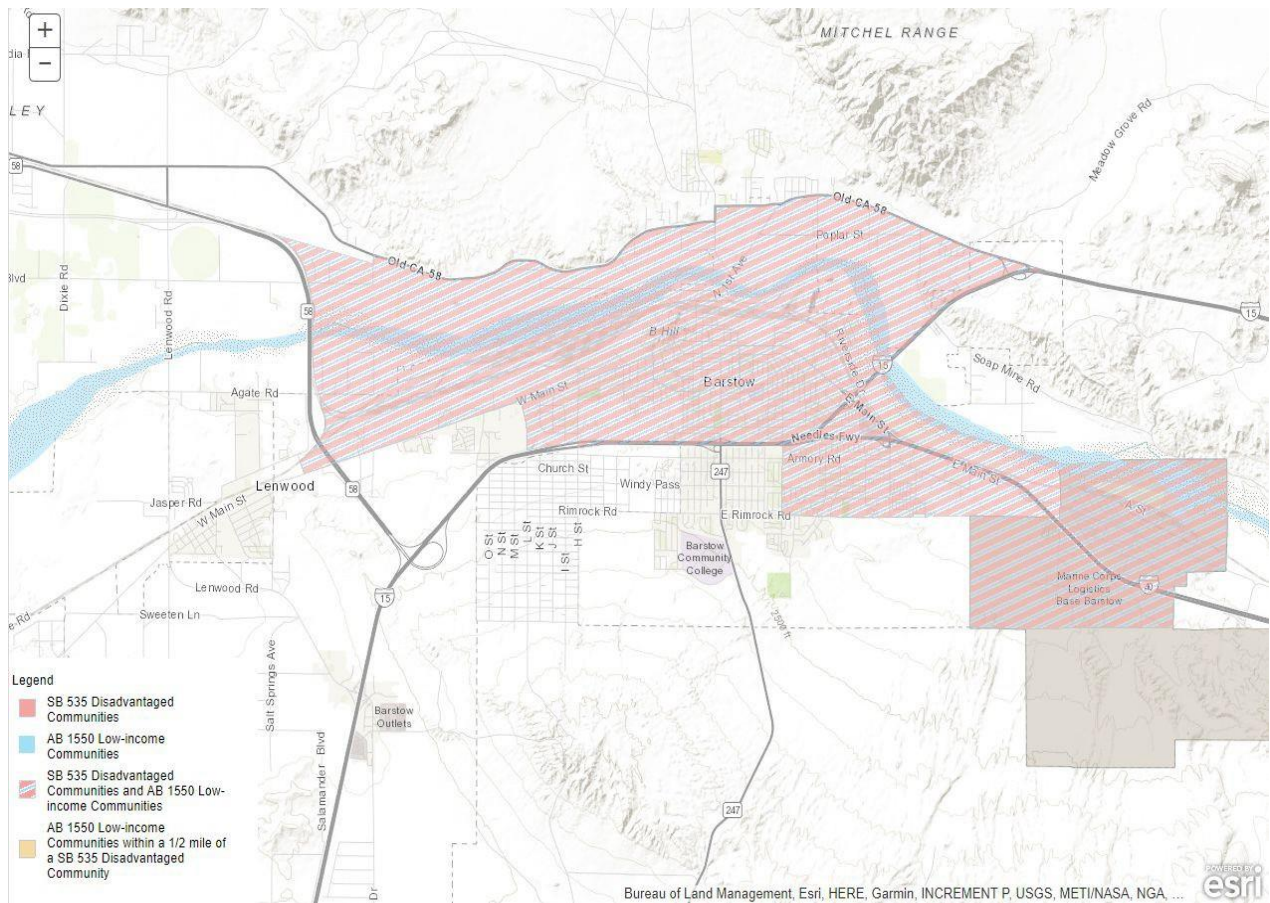


Figure 1 from CalEnviroScreen

As required by SB 244 (Government Code Section 53082.5, 56375, et. Seq.), cities must amend land-use elements to address provision of services to disadvantaged communities within their sphere of influence. According to the San Bernardino County Local Agency Formation Commission, the City of Barstow has disadvantaged communities under the definition specified in SB 244 within its sphere of influence. In addition, much of this land is vacant with no known development proposed. The map above is from (Cal EnviroScreen) it identifies disadvantaged communities within the City and County limits, by census tracts. The census tracts shown are #6071009300, #6071009400, #6071009500, #6071012002.

Barstow Location within San Bernardino

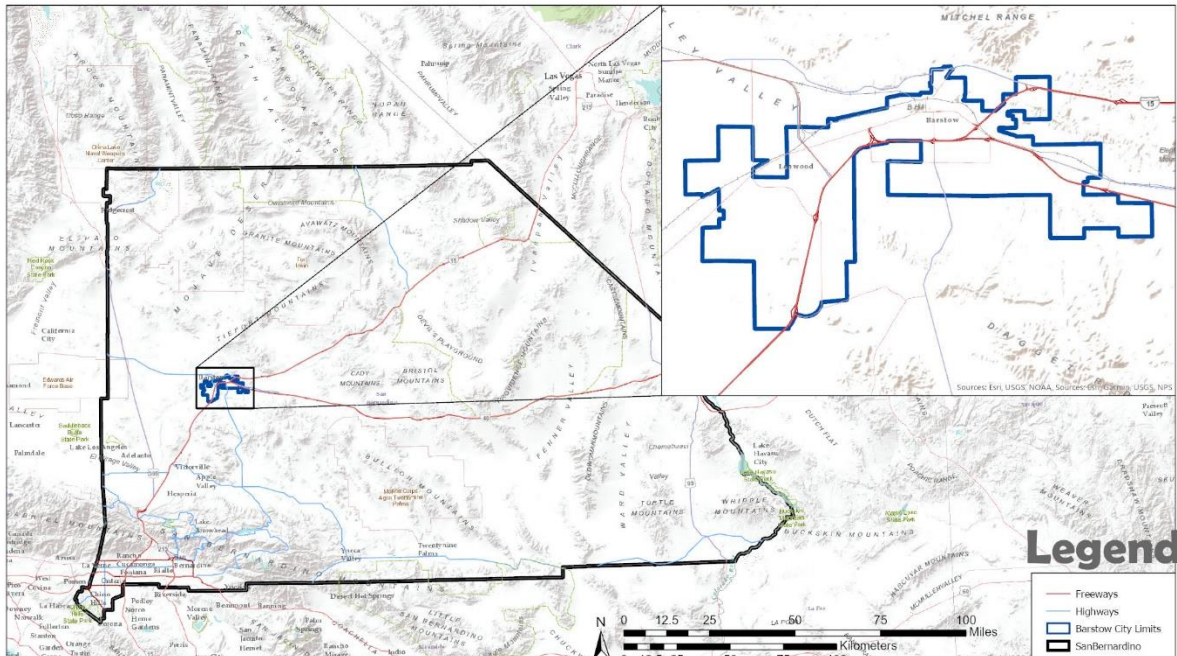


Figure 2

Located in the Inland Empire North region of San Bernardino County, the City of Barstow is midway between Los Angeles and Las Vegas (see Figure 1). Barstow was incorporated as a city in 1947 and as reported in the 2010 Census had a population of 22,639. With Interstates 15 and 40, and highways 58 and 247 all converging in Barstow, the city is a major transportation corridor with more than 60 million people in 19 million vehicles traveling through Barstow each year. The city is home to an [Amtrak](#) depot at its [Historic Harvey House](#). Barstow has grown from a small railroad town to become a center for rail transportation, the defense industry, mining, and tourist-oriented retail businesses. Barstow is home to Burlington Northern/Santa Fe (BNSF) Railway and factory outlet complex, Outlets at Barstow and several hotel, retail, and logistics facilities. The City also serves as the gateway to the U.S. Army National Training Center (Ft. Irwin), the Marine Corps Logistics Base – both the Nebo and Yermo Annex, and NASA’s Goldstone Deep Space Communication Complex.

Demographics

Barstow is known for its diverse population. The population boom before the 20th century included Chinese and Mexican workers, drawn by work on the railroads. Over time, the area became home to increasing numbers of Hispanic/Latino residents – a pattern continuing today.

In the past decade, the city’s demographic diversity has experienced increased numbers of African American residents, and a decreased number in the white European population.

Economic Demographics

The City of Barstow had a median household income of \$39,585 in 2018. Between 2011 and 2020 the population of Barstow grew from 23,020 to 23,915, a 0.52% (Census.gov) growth rate.

The median age of citizens of Barstow has decreased to somewhere between 30.1 and 29.9. There has been about a 4% increase in household formations of young adults between 20-34 and a 3-4% increase in dependent children 0-19. There has been a decrease in middle-aged adults 35-54 of about 3-4%. As these adults accumulate wealth then tend to want nicer larger houses if this is the case it may explain the drop because Barstow has a lack of larger housing. There has also been an increase in the age group 55 and older, due to aging of the baby boomer population.

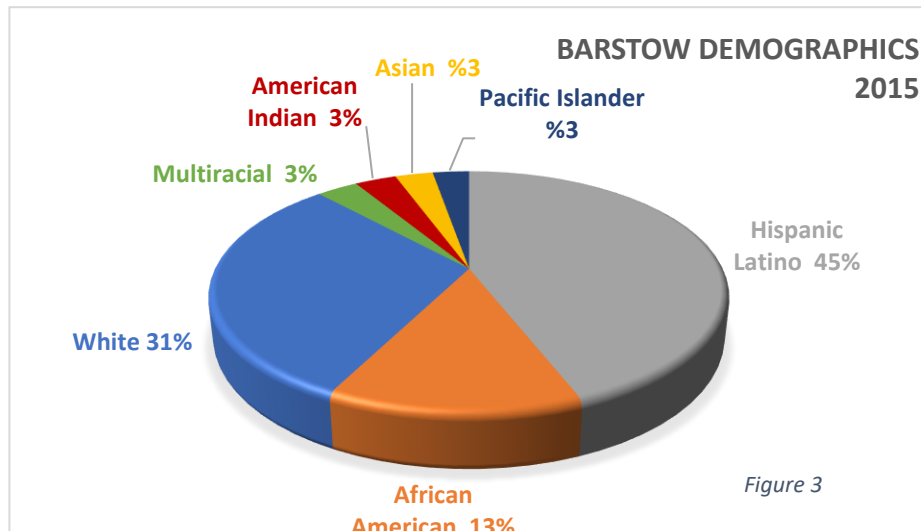


Figure 3

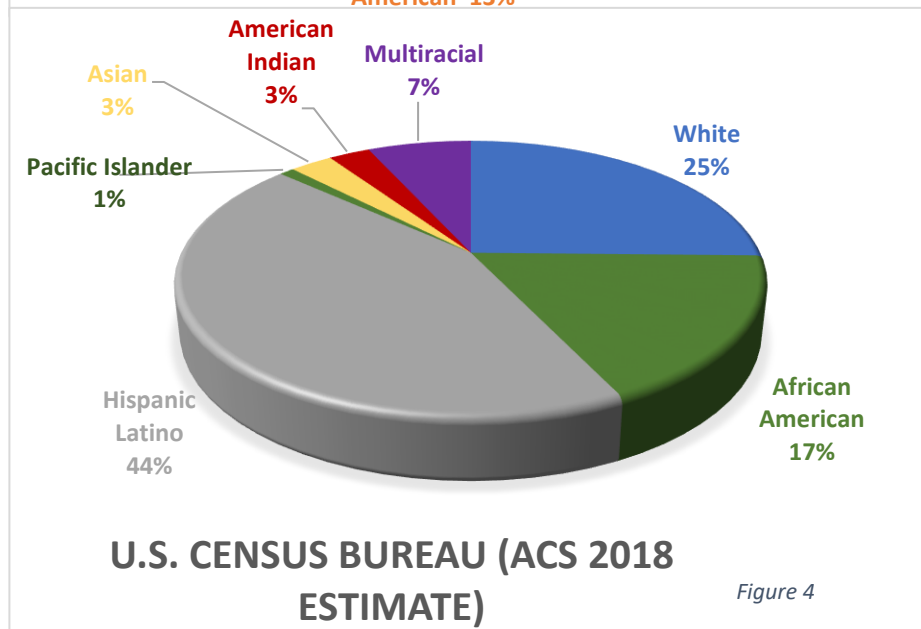


Figure 4

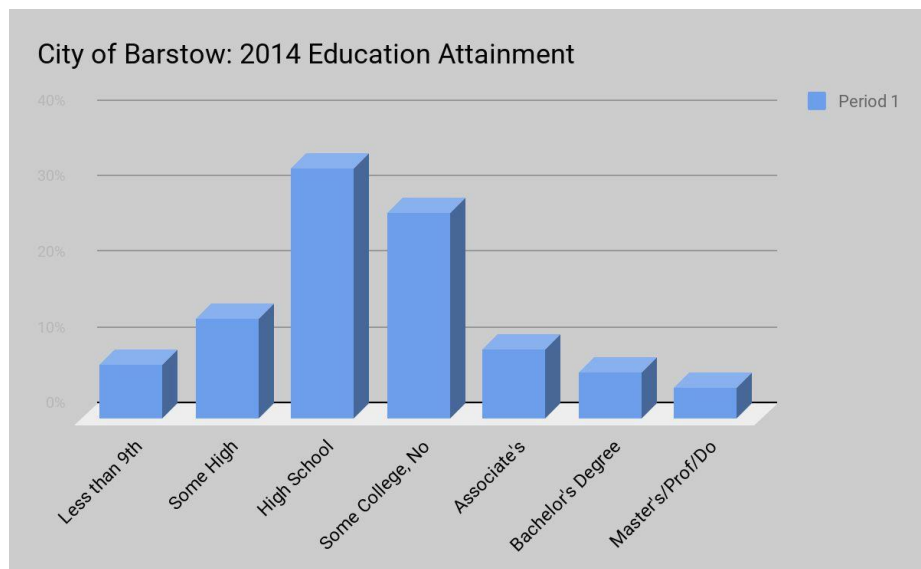


Figure 5 Education Attainment

EJ 1.0: Food Access

Food plays a critical role in the health, economy and culture of a sustainable community. Therefore, it is essential that the community has access to food that is healthy, affordable and culturally appropriate. A key point of the food access section is food security, defined as “access by all people at all times to enough food for an active, healthy life. Food security includes the availability of nutritionally adequate and safe foods as well as the ability to acquire foods in socially acceptable ways (without resorting to emergency food supplies, scavenging, stealing, or other coping strategies)” (Anderson, 1990).

To address this section, we have created a series of maps that show which places have food access. The three small maps are for an overall perspective and more detail can be found in the larger map.

- Supermarkets –have a 1-mile radius. (Blue)
- Convenience Stores and health food stores have been given a ¾-mile radius. (Purple)
- Fast-food and sit-down restaurants have been given a ½-mile radius. (Yellow)
- Areas that have residential buildings. (Brown)

The majority of Barstow residents live just past the convergence of the I-15 and I-40 freeways. This is evident because the 3 main supermarkets also converge here. The disadvantaged communities not covered in the radius of 1 mile from supermarkets are along the old Route 66 that serves as an extension of Main Street and at the top annexed portion of Barstow.

In addition, disadvantaged communities along Old Highway 58 (primarily that section within the County, but within the Sphere of Influence), are not served by grocery stores within 1-mile radius.

Food Network - Supermarkets

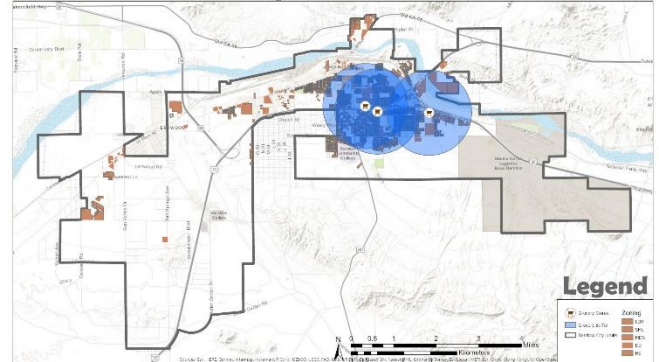


Figure 6

Food Network - Convenience Stores

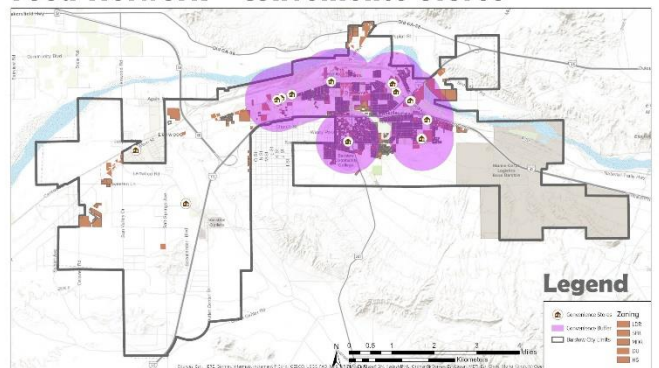


Figure 7

Food Network - Restaurant/Fast Food

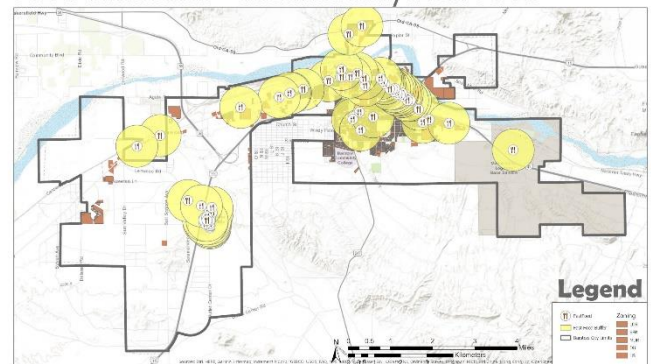


Figure 8

Convenience Stores concentrate along Main Street that used to be route 66. They fill many of the gaps not covered by grocery stores. If a new grocery store were added it seems like it would be beneficial for it to be located near Foglesong Park or L-Street.

Restaurants are dotted down Main Street, a few have managed to enter residential areas and there is a large pool of them by the Outlet Mall on I-15. The Outlet Mall restaurants cater to motorists traveling to and from Las Vegas and they are not within walking distance of any residential homes.

Food Network

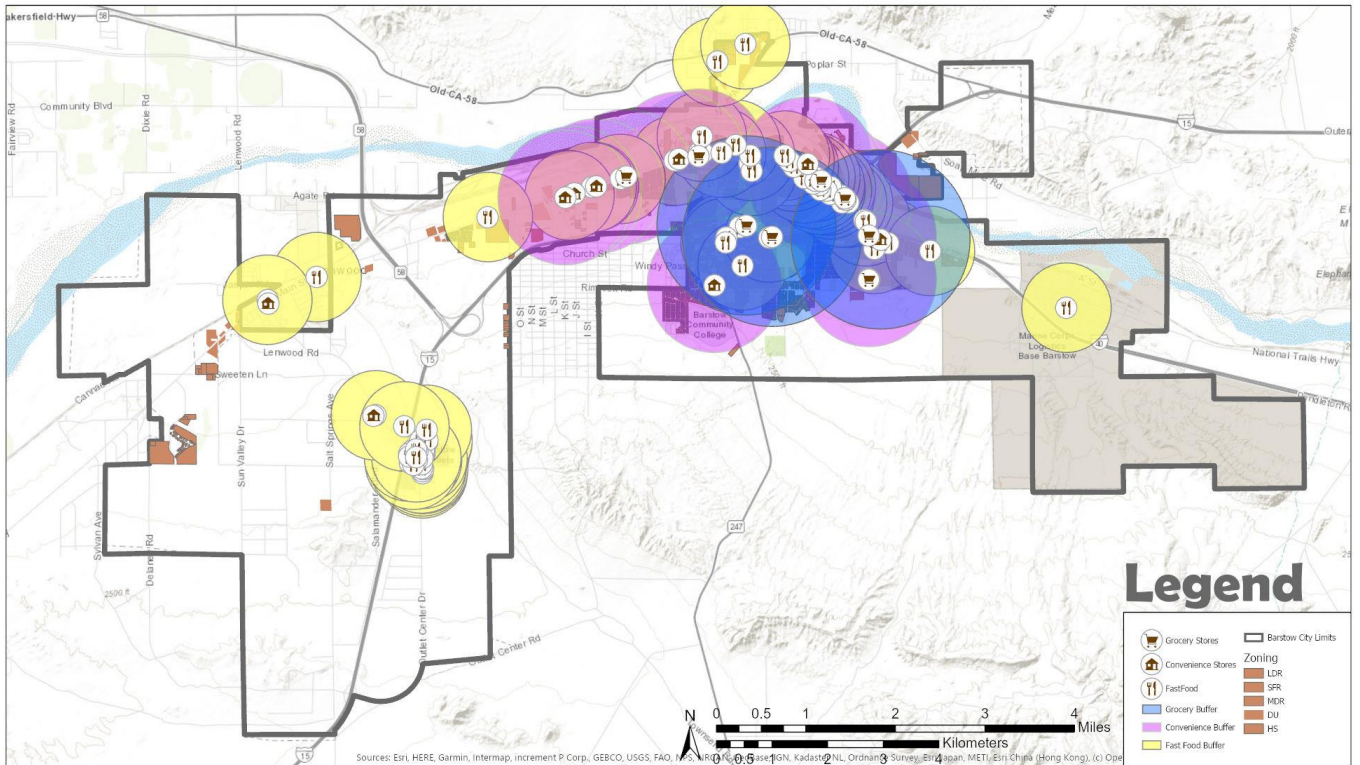


Figure 9

Increasing Healthy Food Access

Environmental Justice Communities may face constraints related to accessibility to nutritional food; this lack of accessibility has a direct impact on personal health and well-being. Food access is not only linked to the physical accessibility of affordable food but also to food security, defined as access by all people at all times for enough food for an active, healthy life. The policies and implementation measures below are aimed at improving access to healthy food products. A healthy food product is defined as “a raw, canned, or frozen fruit or vegetable which contains limited total fat, limited saturated fat, and limited cholesterol, or it is a product which contains limited total fat, limited saturated fat, and limited cholesterol and which provides at least 10 percent of the reference daily intake (RDI) or the daily reference value (RDV) of one or more of the following: vitamins A or C, iron, calcium, protein, or fiber” consistent with the Code of Federal Regulations Title 21, Volume 2 Section 101.65(d)(2).

Goal EJ 1:

Improve the food system in Barstow area so that all residents have access to healthy foods.

Policy 1.A The City will encourage the provision of safe, convenient opportunities to access healthy food products by ensuring that sources of healthy foods are accessible to neighborhoods.

Policy 1.B The City recognizes the importance of Farmers Markets in providing healthy food to residents and to provide small business job opportunities. The city will encourage the creation of Farmers Markets.

STRATEGY 1.B.1 Staff will identify and promote viable locations for a Farmers Market and investigate licensing and advertise on the city website when a Farmers Market is begun. Staff will also facilitate connections between the City, County and state licensing authorities, and potential property owners for potential farmers market locations.

Responsible Parties: Planning Staff, Economic Development, Parks and Recreation Staff

Policy 1.C The City recognizes the importance of education for healthy food choices. The City will support youth food education programs and promote public service announcements and messaging about healthy eating habits, food choices, nutrition, and related County programs.

EJ 2.0: Physical Activity

Physical activity is a large contributor to the physical and mental health of Barstow County residents. Physically active people tend to live longer and have lower risk for heart disease, stroke, type 2 diabetes, depression, and some cancers (Center for Disease Control and Prevention, 2017). The City of Barstow offers Adult and Youth sports, and strives to provide safe spaces for residents to be physically active such as parks, bike lanes, and trails.

People are physically active for different reasons. Some are physically active for recreational purposes, while others are physically active for transportation purposes, such as commuting by bike or walking to a local restaurant or store. The City of Barstow is interested in promoting both.

Active Recreational Programs

The City of Barstow offers the following programs to the youth of Barstow.

- Cheerleading/Stunt
- Judo
- Karate
- Women's Self Defense *taught upon request in 6 week intervals
- T-Ball
- 3 vs 3 basketball
- Children's Soccer for those too young for league soccer

The following leagues are run by groups not directly accountable to the city that promote children's fitness. Funds from the city have been provided to these leagues to buy equipment so that participant costs are affordable to low-income residents.

- Football
- Soccer
- Baseball

Eda Henderson Pool at Foglesong Park

- At \$2 per person per day the pool draws regular crowds during the hot summer months.

Adult Sports

The City of Barstow also holds tournaments through the parks and recreation department for Softball and Basketball.

Barstow Skate Park

“The skate park was designed by MIG with a lot of local skater input and was constructed by California Skateparks. The Barstow Skate Park is geared for mid-level skaters with some elements for both beginners as well as advanced skaters. The skate park features many street elements, including rails and grinds and a pyramid in the middle of the planned park is the signature feature along with a skate bowl.

Funded by the federal government in the form of block grants, which fund community improvement, the City built the skate park at a cost of \$475,000 (approximately \$35,000 for design and \$440,000 for construction). Additionally, the Tony Hawk Foundation awarded the City of Barstow’s skate park \$10,000 through a competitive grant process in spring 2007. From a total of 73 applicants, the City of Barstow was one of 23 communities selected by the Tony Hawk Foundation Board of Directors. Barstow’s was one of only 10 that received an award of \$10,000 or more.” (City of Barstow Website)

The skate park is a hub of community activity.



Figure 10

Bike Routes

Bike routes can provide passive and active recreation. Figure 11 is the existing and proposed bike paths within Barstow.

Bike Routes

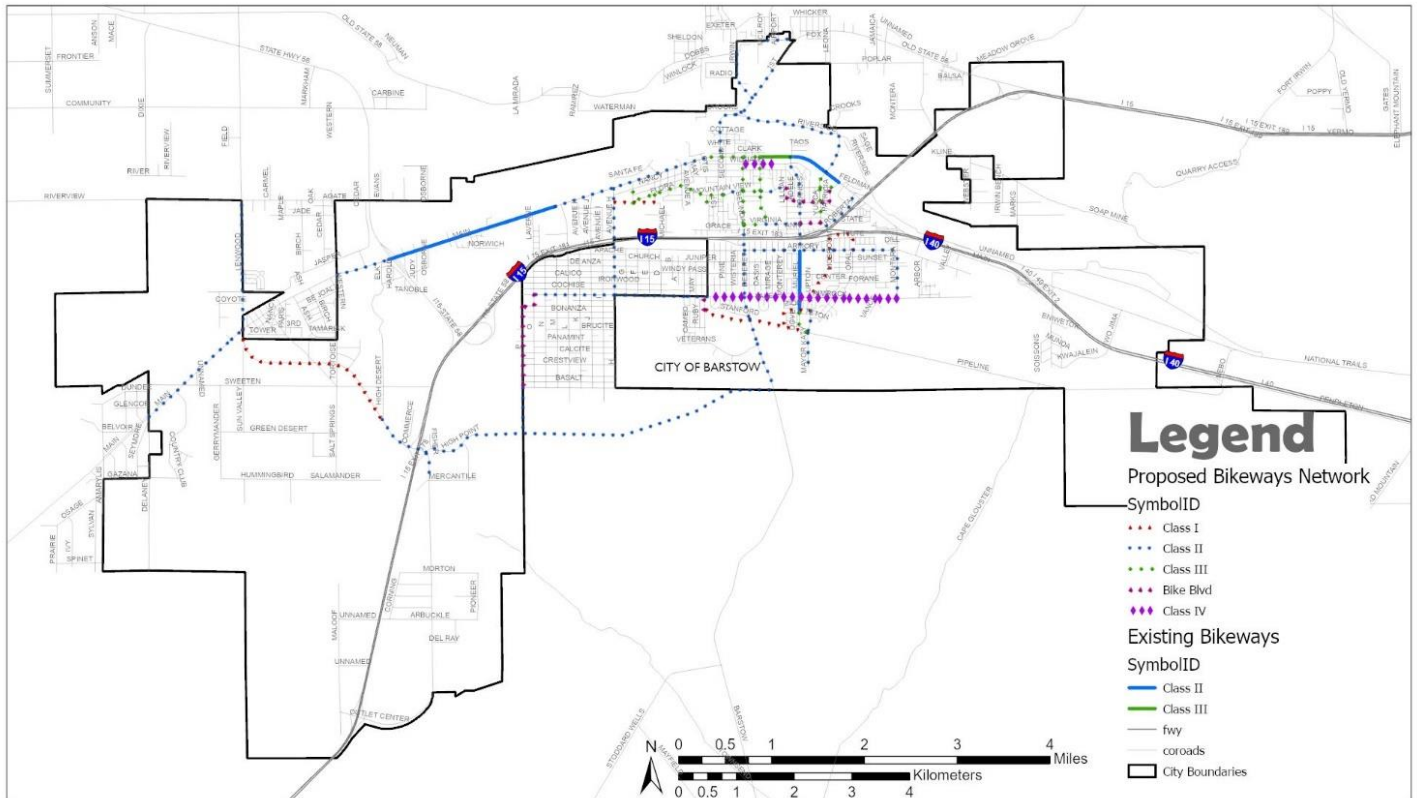


Figure 11- Bike routes in Barstow ATP Plan

The blue lines on Main Street are existing class II bike routes which means that they are a separate lane striped off for bikes. There is also an existing class III bike route where bikes share the road with cars. The Active Transportation Grant the city recently received will create a continuous bike route made up of class II, III and IV routes along mountain view to span the center of town from east to west.

Park Accessibility

“Redressing park-poverty in communities of color and/or low-income households can, however, create an urban green space paradox. As more green space comes on line, it can improve attractiveness and public health, making neighborhoods more desirable. In turn, housing costs can rise. Such housing cost escalation can potentially lead to gentrification: the displacement and/or exclusion of the very residents the green space was meant to benefit. In turn, residents may face higher rents and thus become precariously housed, while those who are actually displaced may be forced to leave their

communities, ending up in less desirable neighborhoods with similar park-poverty problems.” (Wolch et al., 2014)

Below are the existing maintained parks within the Barstow area. Grayed-out areas within City limits are undeveloped land. Areas with zoning colors are developed locations. It can be seen that most of the housing that is not next to a public park is next to the river. The line of Estate Residential on the west end of the city was designed around a golf course that has gone out of commission. Because of the vast amounts of open space, it is difficult to argue that Barstowians lack open space – even though many are not within a half mile of a public park.

Parks in City Limits

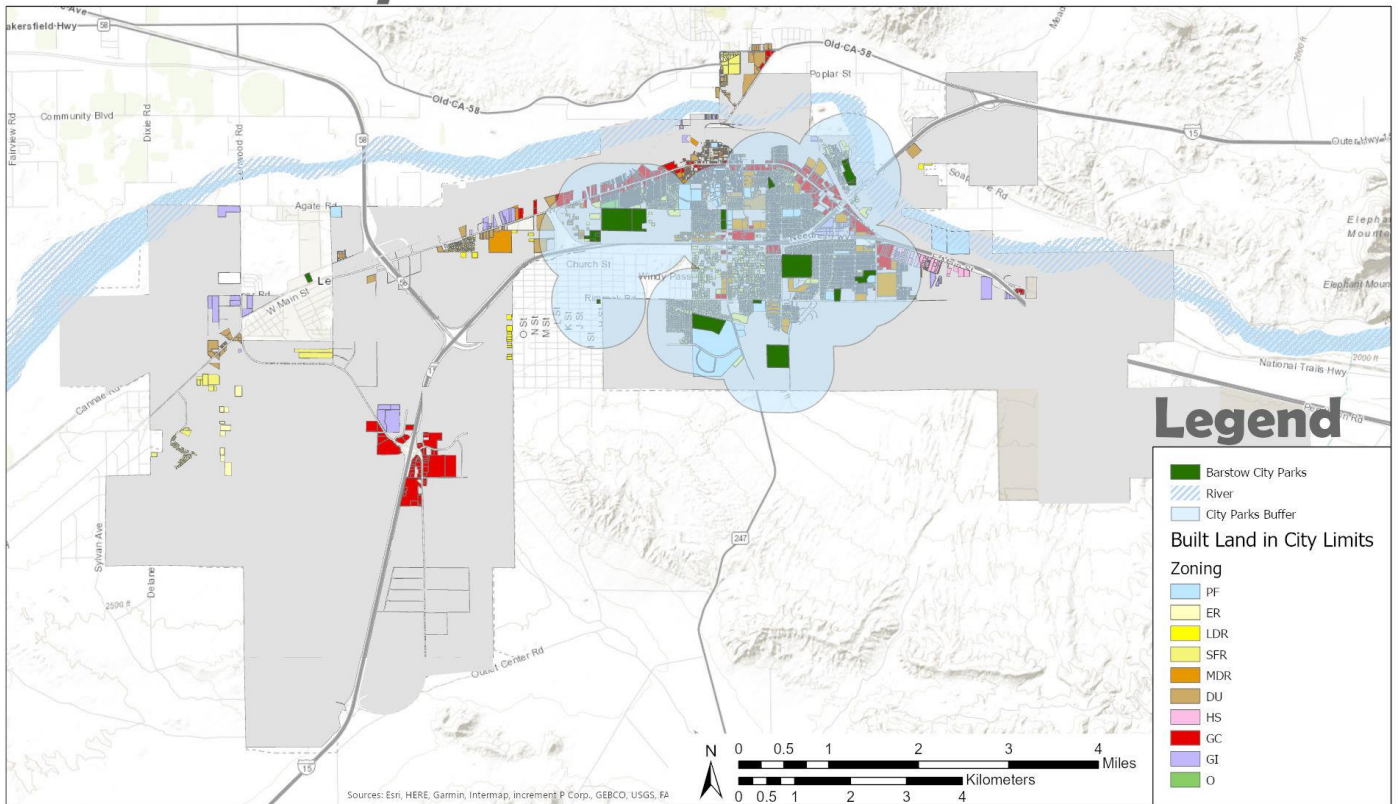


Figure 12- GIS Map of Parks with 1/2 mile buffer

Goal EJ-2

Improve opportunities for physical fitness of residents of Barstow.

Policy 2.A: Encourage walking and bicycling as daily physical activities by providing conveniently located daily goods and services and recreational facilities and programs within a comfortable walking or biking distance from homes.

Policy 2.B: Facilitate pedestrian and bicycle access to parks and open space through infrastructure investments and improvements.

STRATEGY: Create an east/west bike route through the ATP grant (received) and related, long-term capital improvement projects. Create a north/south bike route through other available grant and project funding.

Responsible Parties: Planning Department, Engineering Department and Parks and Recreation Department

Policy 2.C: EJ 2.3: Encourage programs that improve access to bicycles, helmets, and related equipment for lower-income families.

EJ 3.0: Pollution Exposure and Air Quality

Improving air quality is critical to the health and well-being of all people and the environment. The Clean Air Act tracks Lead, PM_{2.5}, Sulfur Dioxide (SO₂), Nitrogen Dioxide (NO₂), PM₁₀, Ozone (O₃) and Carbon Monoxide.

“Reducing pollution exposure” as outlined in SB 1000 refers to a broad range of environmental impacts, but “Improving air quality” is focused on reducing specific air contaminants of:

- Ozone,
- PM₁₀, PM_{2.5},
- Diesel PM

These categories have been officially mapped by the State of California and are publicly available on CalEnviroScreen. The results are shown below.

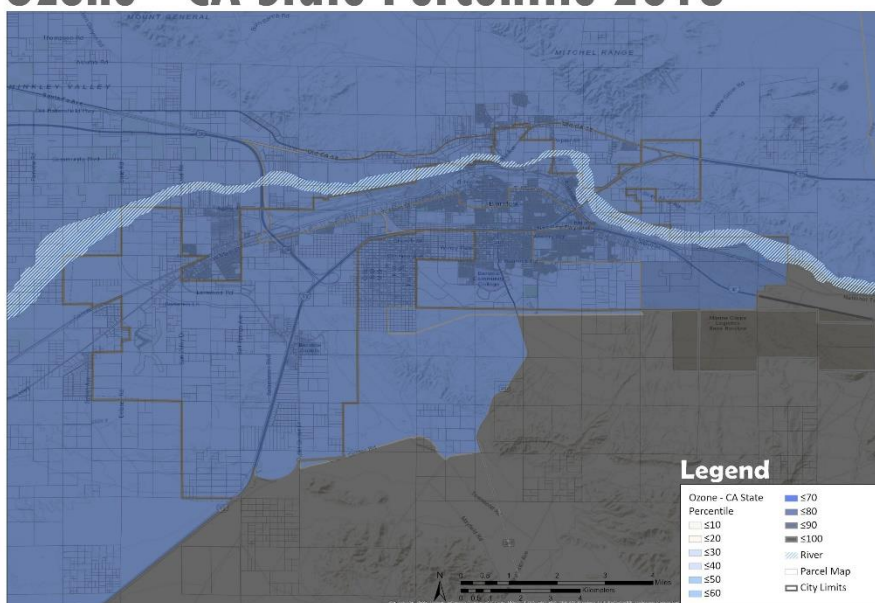
Ozone

Ozone - CA State Percentile 2018

Figure 13-Data from CalenviroScreen

Tropospheric, or ground level ozone, is not emitted directly into the air, but is created by chemical reactions between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in sunlight and heat. Barstow and the empty Mohave Desert around it regularly scores poorly on Ozone 80th-100th percentile.

This is due to air coming from the San Joaquin Valley and Los Angeles Basin (Leifer et al., 2020)¹. Extreme heat and sunlight increase the chemical reactions of air pollution from those regions. NO_x and VOC's change into Ozone in the desert and form the abnormally high numbers seen in figure 13. This is evidenced because the open BLM desert below Barstow has a higher concentration of Ozone than the City of Barstow.



Ozone and Nitrogen Dioxide at ground level tend to increase the likelihood for people to develop respiratory illnesses such as asthma (Schwartz, 1989).

¹ Leifer, I., Melton, C., Chatfield, R., Cui, X., Fischer, M. L., Fladeland, M., Gore, W., Hlavka, D. L., Iraci, L. T., Marrero, J., Ryoo, J.-M., Tanaka, T., Yates, E., & Yorks, J. E. (2020). Air pollution inputs to the Mojave Desert by fusing surface mobile and airborne in situ and airborne and satellite remote sensing: A case study of interbasin transport with numerical model validation. *Atmospheric Environment*, 224. Scopus. <https://doi.org/10.1016/j.atmosenv.2019.117184>

PM 2.5

Particulate Matter (PM) 2.5 are very small particles in the air that are 2.5 micrometers (about one ten thousandth of an inch) or less in diameter. Current measurements do not show this as a major concern for the Barstow area.

PM 2.5 - CA State Percentile 2018

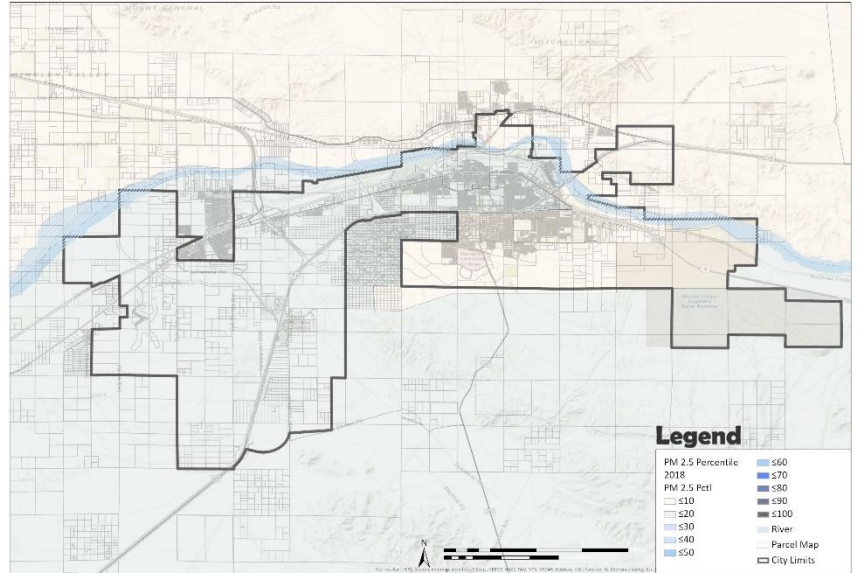


Figure 14 Data from Calenviroscreen

Diesel PM 2.5 - CA State Percentile 2018

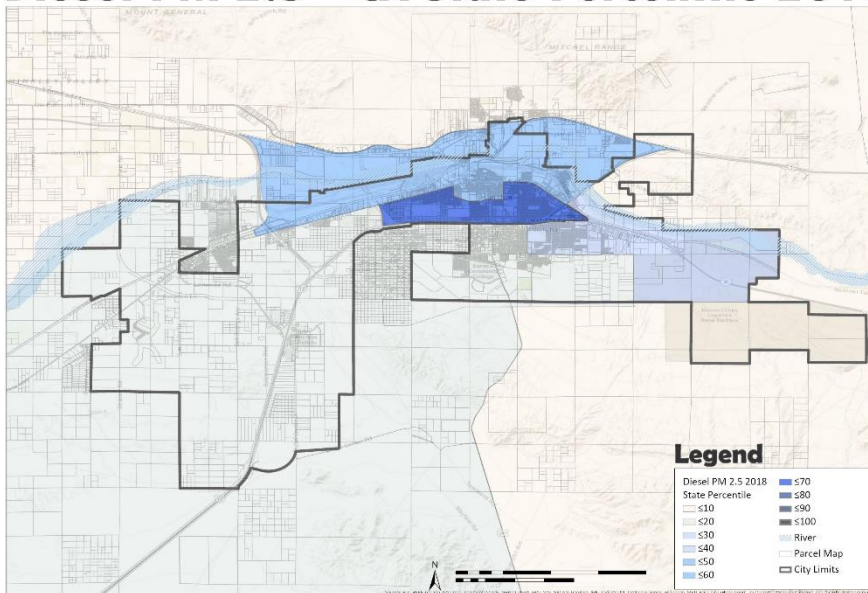


Figure 15 Data from Calenviroscreen

Diesel PM

Diesel PM tracks specific particles emitted from diesel engines. Since two major interstate highways cut through the heart of Barstow, it is not surprising this pollutant follows the road.

Goal EJ 3:

Employ land use planning measures, such as zoning, site design, and use of buffers to ensure that future development is compatible with adjacent transportation facilities. Explore measures that would improve air quality.

Policy 3.A: Create distance between freeways, highway roads and rail lines and environmental justice residential units. Keep new residential development 200 feet from the centerline of freeways, highways and rail lines.

Policy 3.B Avoid placing new sensitive land uses within 500 feet from the freeway, unless such development contributes to smart growth, open space, or transit-oriented goals, in which case the development shall include feasible measures such as separation/setbacks, landscaping, barriers, ventilation systems, air filters/cleaners, and/or other effective measures to minimize potential impacts from air pollution.

Policy 3.C: Develop and implement viable measures and best available control technologies to reduce particulate emissions, such as fugitive dust and PM10, from various sources (e.g., construction, roadways, truck routes, etc.). The City will require appropriate emissions mitigation measures as part of its conditions on new construction and infrastructure projects.

Policy 3.D: Encourage drivers not to fill their cars in the middle of the day when evaporating gasoline is most likely to create ozone.

EJ-4.0: Public Facilities

Public facilities are a critical component to the current and future prosperity of a community. SB 1000 refers to public facilities as “public improvements, public services, and community amenities” in accordance with the Government Code Section 66000. This includes a broad range of categories, such as emergency facilities, infrastructure, transportation, school facilities, open space, and government buildings.

In the City of Barstow most of the population that fits within Environmental Justice zone is within a reasonable distance of schools, transportation and government facilities. This is because there is limited infrastructure and the costs to build outside it are large. Wealthy areas are less well-served by the City. Such areas are often on septic tanks and farther from parks.

Non-City Utilities

The City of Barstow has a franchise agreement with Golden State Water. Southern California Edison provides electricity that serves the City of Barstow. Southwest Gas provides natural gas to the City of Barstow.

City Utilities - Sanitary Sewers

The City provides local sewage collection and wastewater treatment service via in-street lines that connect to regional trunk lines. Coverage extends to almost all residential homes in the disadvantaged area. Homes not covered are in the areas more recently annexed.

Emergency Facilities

The Barstow Fire Department provides full-service fire protection and emergency medical services to all properties in the Barstow Fire District. Barstow Hospital provides medical facilities, and Mercy Air provides transportation to other facilities if the patient’s needs exceed Barstow Hospital’s services. The Barstow Police Department provides law enforcement and police protection services within the City.

Schools

Barstow Unified School District provides educational services for grades kindergarten through 12th grade. Barstow Community College provides tertiary education. There are seven elementary schools, two junior high schools, two high schools and one community college. Barstow Unified School District also runs a Digital Academy and Adult Education Services. There are several Christian private schools within Barstow, most of which are next to existing schools and are covered in the map below

Library Services

San Bernardino County has a local branch library located on 304 E. Buena Vista St. There is also a library at the community college.

Public Facilities

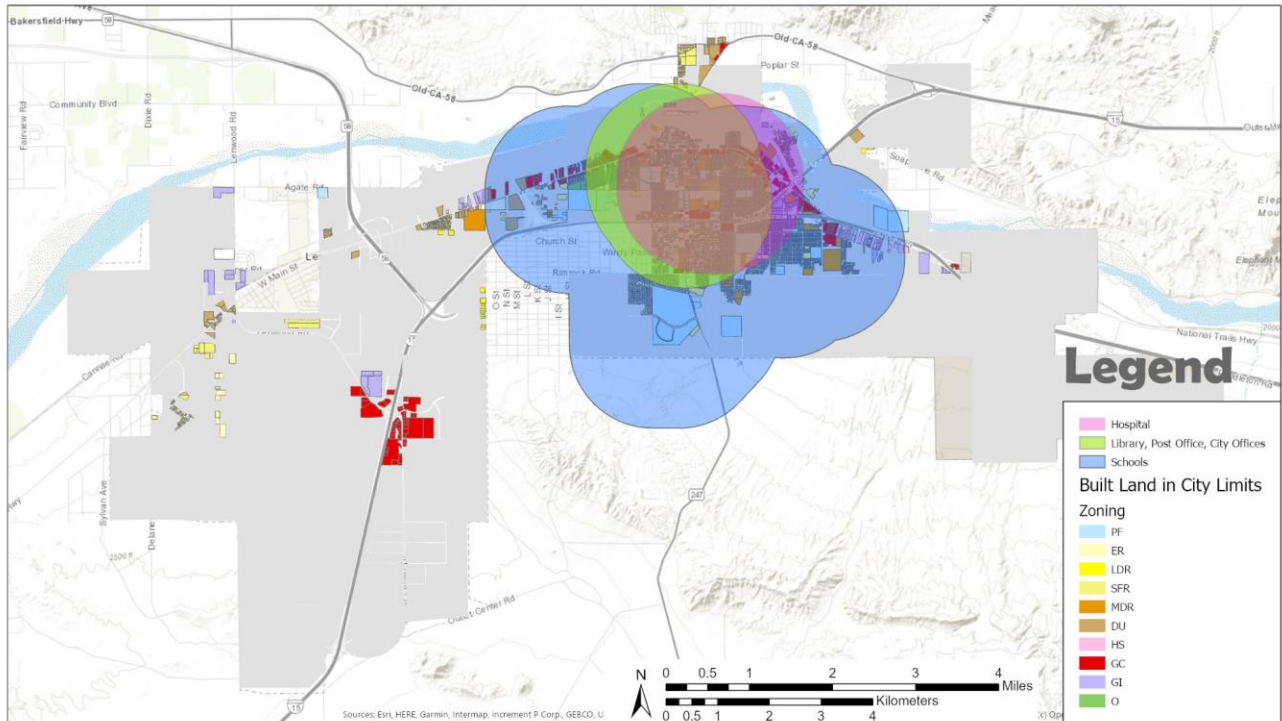


Figure 16- 1 mile buffer around schools, the Library and the Hospital

Goal EJ 4:

Public facilities and services will be equitably distributed throughout Environmental Justice Communities.

Policy 4.A: Encourage transit providers to establish and maintain routes to jobs, shopping, schools, parks and healthcare facilities that are convenient to low-income and minority populations.

Policy 4.B: Prioritize seeking public funding to upgrade public facilities in underserved communities.

STRATEGY : Use AHSC grant to upgrade transit center and quality of service to EJ communities, together with other available funding mechanisms to improve the City’s transit network.

Policy 4.C: Restrict sensitive public facilities, such as schools and hospitals, from being located near hazards to human health and safety.

EJ-5.0: Safe and Sanitary Homes

When establishing criteria for safe and sanitary homes, the City of Barstow's Environmental Justice Element will be consistent with goals, policies, and strategies found within the City's Housing Element in the General Plan.

Forty-six percent of housing stock in Barstow was built between 1950 and 1969, making the homes more than 45 years old. Seventy-one percent of the City of Barstow's housing stock was built prior to 1980, indicating that the majority of the houses in Barstow either are in need of, or will need maintenance and updating. This is a significant portion of the homes built within the City, with just 5% of the housing stock built in 2005 and later.

Given the age of the majority of the houses, it is anticipated that many require improvements and no longer meet building and safety requirements. The City is looking into programs to aid citizens in home maintenance and repair.

HOUSING MAINTENANCE

Insufficiently maintained housing often leads to health effects from unsafe and unsanitary conditions such as pest infestation, mold, water intrusion, physical damage and exposure to toxins such as asbestos and lead. Thus, there is a need for policies and programs that will assist those who want to mitigate or remove these conditions.

Health Risks pertaining to Housing

Asbestos

Pests and Rodents

- The following are a list of controlled pests in the State of California.
- Cockroaches
- Body, head, and crab lice
- Mosquitoes
- Ticks
- Bed bugs
- Various rats and mice
- Various microorganisms, including bacteria, viruses, and protozoans
- Reptiles and birds
- Various mammals

Mold and Dampness

Dampness is not an issue in the City of Barstow where the average yearly humidity may be 42% but on a daily basis it is usually a humidity below 20%. Even so, mold may be a danger if a water leak goes unresolved for a long enough period of time.

Modern plumbing is highly pressurized and minor cracks and leaks from wear, age or earthquake damage will turn into a problem if not addressed. Black Mold commonly grows in wood structures that are damp for long periods of time and the spores of this mold cause nose and throat irritation, headaches, and chronic fatigue.

Housing Affordability

In the United States housing is often the greatest single expense in a household with many paying more than 30 percent of their income into this category. Houses with poor maintenance are cheaper to rent and because of this, economically disadvantaged families often end up in poorly maintained housing. Poorly maintained housing may be cheaper to rent, but it often incurs more expenses in utilities. Older houses are less insulated needing more electricity or gas to heat and cool them. They also often have older appliances that use more water.

Pests, mold and other problems associated with poorly maintained homes are things many renters, do not have the knowledge of, do not feel empowered to deal with, or do not have financial incentives or means to address.

Goal EJ 5:

Create incentives to maintain homes to State standards for the health safety and wellness for Environmental Justice Communities.

Policy 5.A: Create an inspection program that checks rental units for health and safety concerns with incentives for landlords that maintain their rental properties.

Responsible Parties: Community Development Department

Policy 5.B: Encourage programs that update old high-water-use appliances to new water-efficient ones.

Policy 5.C: Encourage programs that help weatherproof homes so they use fewer resources to heat and cool them.

Policy 5.D: Encourage the rehabilitation and preservation of substandard homes owned/occupied in Environmental Justice Communities.

Policy 5.E: Encourage education programs that teach community members how to repair and maintain their homes.

EJ-6.0: Community Engagement

Environmental justice planning seeks to create effective policies that ensure all members of a community can meaningfully participate in any civic decision-making processes. Community engagement, also known as “civil engagement,” must be promoted in a local jurisdiction through the development of objectives and policies that seek to involve members of DACs specifically.

The US EPA Environmental Justice Policy requires the “...meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.” Creating accessible and culturally appropriate opportunities for low income, minority, and linguistically isolated stakeholders to engage in local decision making will help ensure that EJ issues are identified and resolved. These policies also improve methods for identifying, addressing, tracking, and measuring progress toward achieving EJ goals. Finally, these goals can help foster a strong sense of place within a neighborhood and can deepen the investment of stakeholders in working toward neighborhood improvements.

Goal EJ 6

Engage the community in the decision-making process.

Policy 6.A: Hold meetings at times and locations that are convenient for community members to attend.

Policy 6.B: Facilitate the involvement of community residents, businesses, and organizations in the development, adoption, and implementation of community health initiatives and consider their input throughout the decision-making process.

Policy 6.C: Utilize diverse media, technology, and communication methods to convey information to the public.

Policy 6.D: Partner with community-based organizations that have relationships, trust, and cultural competency with target communities to outreach for local initiatives and issues.

EJ 7.0: Improvements and Programs That Address the Needs of Disadvantaged Communities. Extreme Heat Adaptation Plans

Heat-response plans help improve resilience to extreme heat, which can cause significant health problems in vulnerable persons. As extreme heat events are likely to become more common in Barstow, heat adaptation plans should consider future climate projections.

Goal EJ 7:

Encourage spaces for residents within the Environmental Justice community to escape the heat.

Policy 7.1: Increase the amount of street trees and landscaped areas to reduce the urban heat island effect.

STRATEGY: Street trees in new business developments.

Responsible Parties: Planning Department, Engineering Department

Policy 7.1: Ensure that public community gathering spaces have air-conditioned indoor space or permanent shaded areas, as well as proper hydration supplies.

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