



Town of
Apple Valley
California

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROPOSED APPLE VALLEY I-15 TRAVEL CENTER

GENERAL INFORMATION

To: Interested Agencies, Organizations, and Parties

Project Title: Apple Valley I-15 Travel Center

Review Period: February 21, 2023 to April 6, 2023

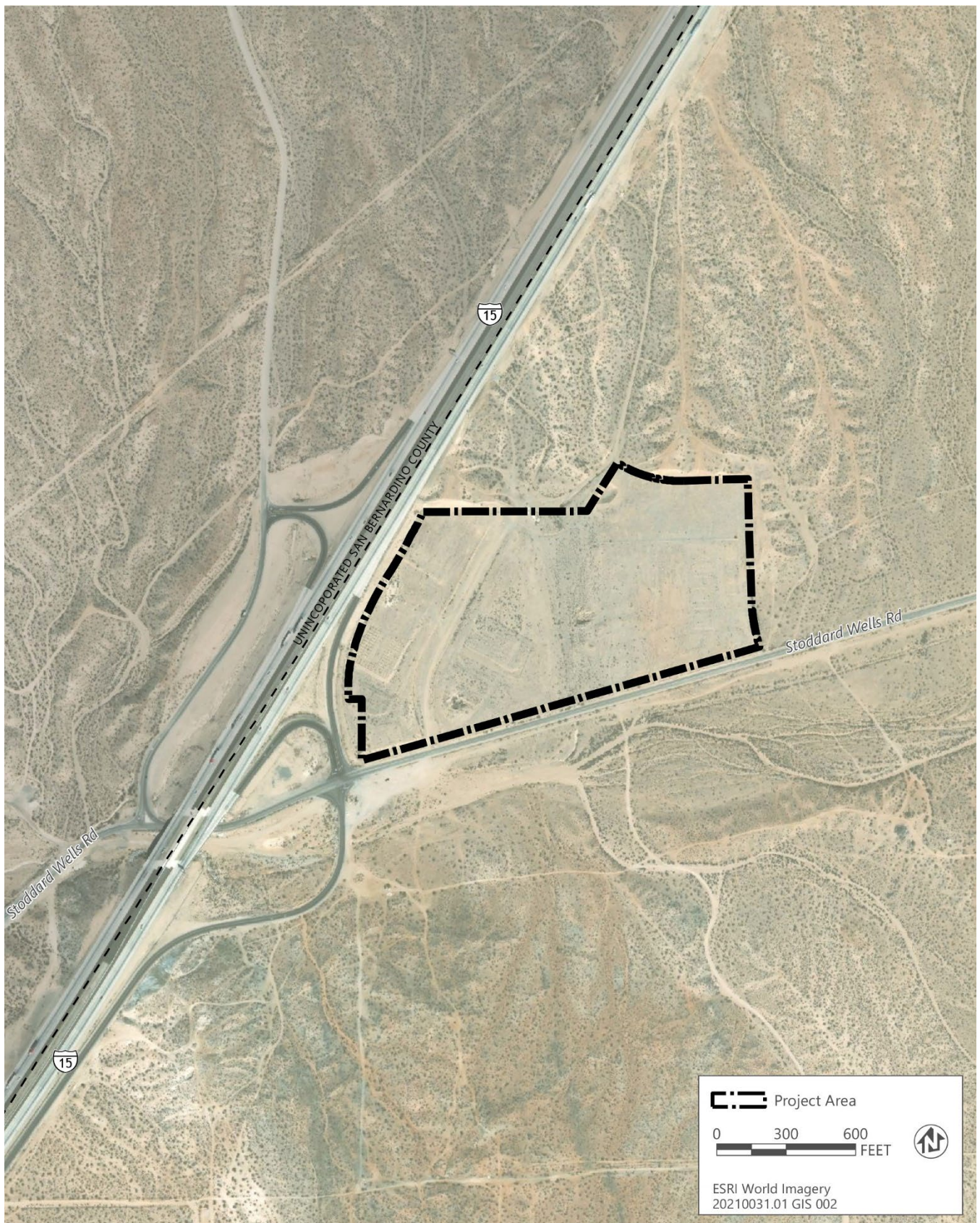
Lead Agency: Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA 92307
Contact: Daniel Alcayaga, Planning Manager (760) 240-7000 ext. 7205

Purpose of Notice: In accordance with provisions of the California Environmental Quality Act (CEQA), the Town of Apple Valley is distributing a Notice of Availability (NOA) to solicit comments on the Draft Environmental Impact Report (EIR) for the proposed Apple Valley I-15 Travel Center (project). This NOA provides a summary of the project and a list of the significant environmental effects anticipated as a result of the project. In addition, this NOA identifies the locations where the Draft EIR is available for public review and the date, time, and place of the public meeting that will be held for the proposed project. This NOA is intended to satisfy the requirements of CEQA (Public Resources Code, Division 13, Section 21000–21177), and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000–15387).

Project Location: The project site consists of a 33.52-acre parcel (Assessor's Parcel Number 0472-222-10-0000), located northeast of the interchange between Interstate 15 (I-15) and Stoddard Wells Road (Figure 1). The site is bounded to the north and east by vacant land, to the west by I-15, and to the south by Stoddard Wells Road. Off-site improvements would include construction of a water main line, extending 3.5 miles northeast of the project site within the roadway right-of-way of Stoddard Wells Road and Johnson Road (Figure 2).

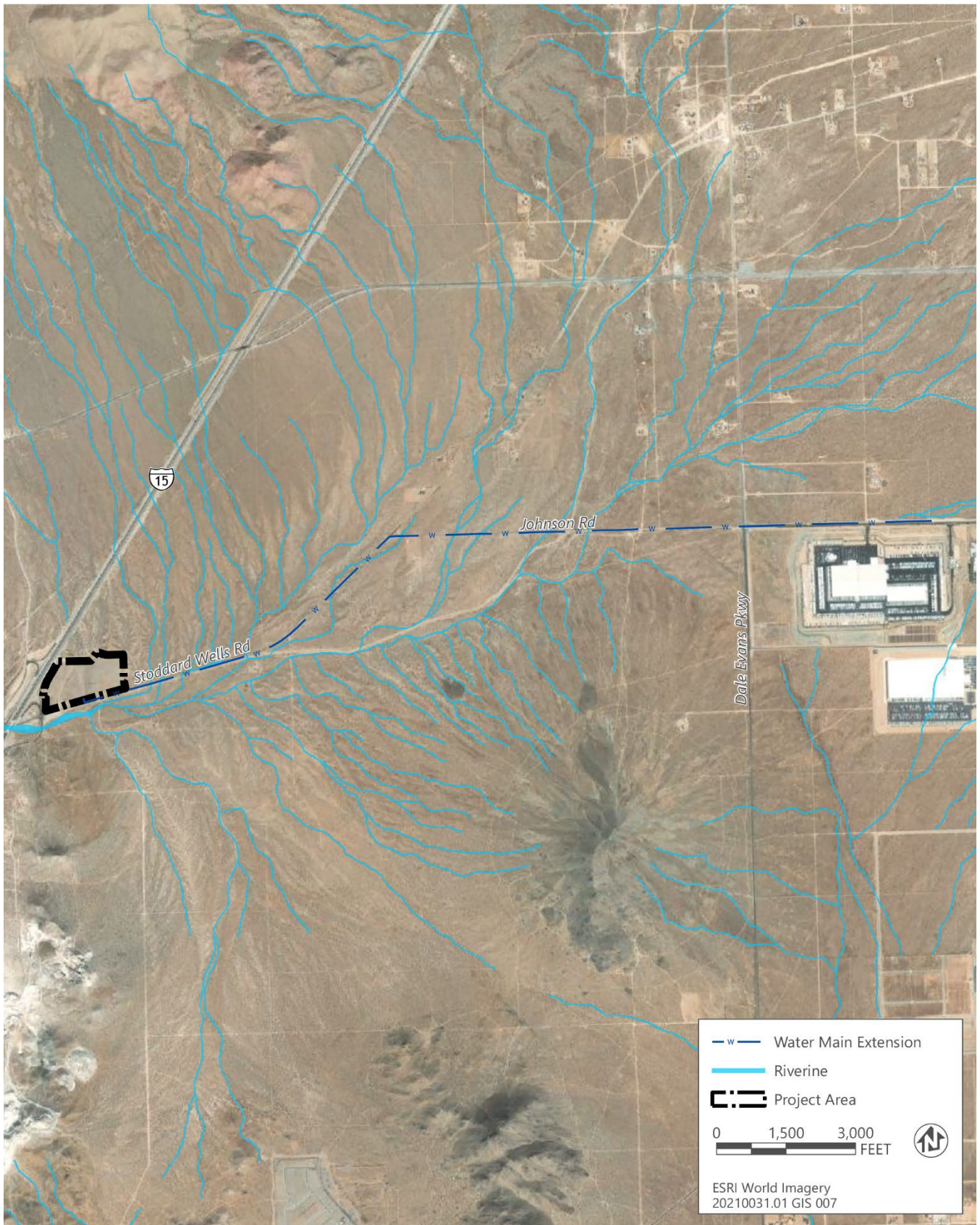
www.AppleValley.org

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Sources: Data downloaded from ESRI in 2021 and adapted by Ascent Environmental in 2021

Figure 1 Project Vicinity



Sources: Data downloaded from NWI in 2020 and adapted by Ascent Environmental in 2021

Figure 2 Water Main Extension

PROJECT DESCRIPTION

The applicant is proposing to construct and operate a full-service travel center and recreational vehicle (RV) park on approximately 33.52 acres of vacant land in the northwest portion of the Town of Apple Valley (project site). On the western portion of the project site, the travel center would provide professional truck drivers and motorists with 24-hour access to purchase gasoline, diesel fuel, propane, electronics, snacks, travel items, and fast-food restaurant offerings. A truck maintenance building, dog park, RV dump station, stormwater basins, truck and automobile parking areas and landscaping/lighting are also proposed. The eastern portion of the project site would include an RV park, which would consist of a convenience store, automobile and overnight RV parking with utility hookups, propane fueling area, recreational amenities, and landscaping/lighting. The project would include construction of Traveler's Way, a new roadway that would bisect the travel center in the western portion of the project site and the RV park in the eastern portion of the project site. Project visitors/customers would include "over-the-road" trucks (i.e., professional long-haul drivers who are on the road for consecutive days or weeks at a time), local residents, and traveling motorists.

Primary site access would be provided via a proposed roadway (Traveler's Way) connecting to Stoddard Wells Road. Access to the travel center facility would be using three ingress/egress driveways along the proposed Traveler's Way. The southern driveway (40 feet wide) along Traveler's Way would be for the exclusive use of automobiles while the two northern driveways (60 feet wide) would be for trucks only. Access to the RV park would be provided via one ingress/egress drive (40 feet wide) along the proposed Traveler's Way.

The travel center on the western portion of the project site would include the following characteristics and design features:

- ▶ an 8-position passenger vehicle fueling station;
- ▶ a 10-position truck fueling station;
- ▶ an electric vehicle charging station;
- ▶ a 9,659 square-foot (SF) convenience store;
- ▶ a 3,043 fast food restaurant;
- ▶ a 13,786 SF truck maintenance building with 80-kilowatt direct current rooftop solar system;
- ▶ up to two transformers (approximately 150 to 300 kilo-volt-amperes);
- ▶ a dog park;
- ▶ a truck scale;
- ▶ an RV dump station;
- ▶ a 1,000-gallon propane tank;
- ▶ eight 12,000-gallon above-ground and below ground diesel storage tanks, including fuel delivery parking;
- ▶ one 30,000-gallon below ground gasoline storage tank, including fuel delivery parking;
- ▶ one two-compartment combined high octane gasoline/diesel tank;
- ▶ one 20,000-gallon diesel exhaust fluid storage tank;
- ▶ truck (102 spaces) and automobile (81 spaces) parking – 183 total parking spaces;
- ▶ onsite lighting, consisting of high-mast LED fixtures and LED canopy lighting;
- ▶ high-rise freeway oriented signage, street signage, and other directional signage;
- ▶ landscaping, hardscaping, pavement, and fencing;
- ▶ a 200,000-gallon fire water supply storage tank; and
- ▶ five stormwater quality basins/features

The RV park on the eastern portion of the project site would include the following characteristics and design features:

- ▶ a 3,250 SF main building with a convenience store, laundry room, bathrooms, and showers;
- ▶ automobile (8 spaces) and overnight RV (80 spaces) parking with utility hookups – 88 total parking spaces;
- ▶ a 1,000-gallon propane tank;
- ▶ an 80,000 SF bioretention area;
- ▶ recreational amenities, including pergolas/gazebos, cornhole courts, pickleball courts, splash pad, horseshoe courts, shuffleboard courts, basketball court, dog park, picnic tables, fire pits, and walking paths;
- ▶ onsite lighting, consisting of high-mast LED fixtures and LED canopy lighting; and
- ▶ landscaping, hardscaping, pavement, and fencing.

Table 1 provides a summary of the proposed land uses.

Table 1 Summary of Proposed Land Uses

	Floor Area/Square Feet	Parking		
		Auto	Truck	Overnight RV
Travel Center				
Convenience Store	9,659	42	58	--
Fast-Food Restaurant (w/drive-through)	3,043	39	32	--
Truck Maintenance/Tire Building	13,786	--	12	--
Pavement/Parking	350,000	--	--	--
RV Park				
Main Building	3,250	8	--	--
Pavement/Parking	786,000	--	--	80
Total	1,165,738	89	102	80

Source: Information provided by project applicant and compiled by Ascent Environmental in 2021

The proposed travel center and RV park would be open 24 hours per day, 7 days per week. The travel center is designed to accommodate up to 102 trucks and 81 cars onsite at any given time and the RV park is anticipated to accommodate parking of up to 8 cars and 80 RVs onsite at any given time. Overnight truck parking would be available; however, idling of trucks would be limited to no more than five minutes, consistent with California Air Resources Board and Mojave Desert Air Quality Management District requirements.

In terms of employment, approximately 39 employees would be located at the project site, spread over three daily shifts. It is anticipated that up to 12 employees would be located at the travel center and 3 employees would be located at the RV park at one time. The travel stop would receive up to six (6) fuel deliveries per day. Up to three (3) small deliveries, such as those delivered by UPS or FedEx are also expected to occur. While the restaurant would likely receive one (1) delivery truck per week, a total of one (1) delivery per day would be the maximum. Diesel fuel, gasoline, and diesel exhaust fluid would be stored onsite in above-ground storage tanks. Total annual fuel throughput for the travel stop is planned to be 14,000,000 gallons (diesel fuel and gasoline).

Water and sewer service would be provided by a public utility through connections to existing main lines within and adjacent to the project site. During operation, the travel stop would have an estimated water demand of approximately 26,000 gallons per day (gpd) or 30 acre-feet per year. There are no existing offsite water mains on Stoddard Wells Road fronting the proposed project site. The nearest existing water main connection is approximately 3.5 miles northeast of the project site along Johnson Road, approximately 4,100 feet east of Dale Evans Parkway. The project would require extension of the exiting 16-inch diameter pipeline for approximately 19,460 linear feet within existing disturbed areas, such as within the north shoulders or pavement of Johnson Road and Stoddard Wells Road (see Figure 2).

Stormwater from the travel center would be drained toward five (5) onsite bioretention facilities. From the onsite retention basins, stormwater would flow through a new underground stormwater pipe that would discharge to existing drainage south of the project site. Stormwater from the RV park would be drained toward a bioretention basin along Stoddard Wells Road, just south of the parking area.

SIGNIFICANT ENVIRONMENTAL EFFECTS ANTICIPATED

The Draft EIR identified significant or potentially significant effects associated with cultural resources, biological resources, energy, greenhouse gas emissions, hazards and hazardous materials, noise, transportation, and utilities and service systems. Most of the significant or potentially significant impacts from the project can be reduced to a less-than-significant level through mitigation; however, the potential to expose existing sensitive receptors to short-term construction noise from construction of the off-site water main line would remain significant and unavoidable.

DISCLOSURE OF HAZARDOUS WASTE AND SUBSTANCES SITES

The project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, one hazardous waste and substances site included in the Department of Toxic Substances Control's (DTSC's) EnviroStor Database was identified immediately south of Johnson Road in proximity to the proposed offsite water main line alignment. This site is the former location of the Victorville Precision Bombing Range (PBR) N-1 Formerly Used Defense Site (FUDS). The property was formerly a practice range used by the U.S. Army Air Force and is known or suspected to contain military munitions and explosives of concern. The potential for the project to create a significant hazard to the public or the environment is addressed in connection with this hazardous waste and substances site is addressed in the Draft EIR.

WHERE DRAFT EIR MAY BE OBTAINED

Copies of Draft EIR will be available for review at the following locations:

San Bernardino County Library
14901 Dale Evans Parkway
Apple Valley, CA 92307

Apple Valley Town Hall
14955 Dale Evans Parkway
Apple Valley, CA 92307

Or online at the following website: <https://www.applevalley.org/services/planning-division/environmental>

PUBLIC REVIEW AND COMMENT PERIOD

Public review and comment on the Draft EIR is invited for a 45-day period from February 21, 2023 through April 6, 2023.

SEND COMMENTS TO

Agencies and interested parties may provide the Town with written and/or email comments on the environmental analysis in the Draft EIR. Because of time limits mandated by State law, comments should be provided no later than 5 p.m. on **April 6, 2023**. Please send all comments to:

Contact: Daniel Alcayaga, Planning Manager

Phone: (760) 240-7000 ext. 7205

Email: dalcayaga@applevalley.org

Comments provided by email should include "**Apple Valley I-15 Travel Center**" in the subject line, and the name and physical address of the commenter in the body of the email. If you are from an agency that will need to consider the EIR when deciding whether to issue permits or other approvals for the project, please provide the name of a contact person.

All comments on environmental issues received during the public comment period will be considered and addressed in the Final EIR, which is anticipated to be available for public review in spring 2023.

Signature:  _____

Date: 2-16-23

Name: Daniel Alcayaga

Title: Planning Manager