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# NOTICE OF PREPARATION OF A DRAFT EIR AND PUBLIC SCOPING MEETING

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**DATE:** May 15, 2024  
**To:** Responsible Agencies and Interested Parties  
**SUBJECT:** Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting

Pursuant to the California Environmental Quality Act (CEQA), the County of San Bernardino (County) must conduct a review of the environmental impacts of the Electric Vehicle (EV) Charging Station and Logistics Facility (project). Implementation of the project will require discretionary approvals from local agencies and may require such approvals from state agencies; therefore, the project is subject to the environmental review requirements of CEQA. As the lead agency under CEQA, and due to the involvement of potentially significant impacts to the environment, the County is therefore issuing this Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the project.

**PROJECT TITLE:** ELECTRIC VEHICLE CHARGING STATION AND LOGISTICS FACILITY

**PROJECT APPLICANT:** EVC PARTNERS LLC

**ASSESSOR'S PARCEL NUMBERS:** 049-714-203; 049-714-204; 049-714-214; and 049-714-215

**PROJECT DESCRIPTION:**

The project would include development of the following: (1) an EV Charging station to serve light duty/passenger vehicles and medium and heavy-duty trucks, and (2) a state-of-the-art concrete tilt-up logistics facility of 1,341,432 square feet in three buildings on 99.85 acres. The project would be processed under a Conditional Use Permit(s) (CUP(s)) and would include a Countywide Plan/Policy Plan Amendment from the current General Plan designation of Rural Living (RL) to Limited Industrial (LI) and a Zoning Amendment from Rural Living (RL) to Community Industrial (IC), as well as other entitlements listed below.

The project is located on the east side of Lenwood Road between California Highway 58 (CA 58) and Interstate 15 (I-15) in an area planned for significant intermodal, warehouse, and distribution uses. It would be located directly across the street from land zoned industrial in the City of Barstow and the proposed Barstow International Gateway (BIG) project. The majority of the land surrounding the project site is vacant, with the exception of the High Desert Estates subdivision located to the south of the project site.

The EV Charging station would include a commercial building of up to 15,000 square feet that would contain ancillary uses (e.g., food, convenience, restaurant with drive-thru, amenities for site users), a truck wash, a truck maintenance facility, and truck scales. The project is also proposing site improvements, including landscaping,

gathering/amenity areas for logistics facility employees, parking, required utility facilities and upgrades, drainage facilities, and a buffer (e.g., landscaping, wall) at the project's southern boundary.

Access to and from the site would be via Lenwood Road. Parking would be provided on-site for each proposed use in accordance with the County Development Code requirements. Per County Code, a masonry wall would be required along the north, east, and south sides of the project (if the adjacent residential land uses on those sides are zoned at the time of project development with a zoning designation [e.g. residential] that would require such a wall be constructed, per County Code).

Water service would be provided by Golden State Water Company (GSWC) and the City of Barstow would provide sewer service. Electrical power would be provided by Southern California Edison (SCE), supplemented by on-site solar generation and batteries for the EV Charging station (e.g., solar canopies above parking spaces). EV Charging stations would be designed and located on-site to provide adequate access to customers and public safety vehicle requirements. The hours of operation are proposed at 24 hours/7 days per week.

### **PROJECT SITE:**

The project site is located in unincorporated San Bernardino County, California, within the City of Barstow Sphere of Influence. The site is located on Lenwood Road approximately 2.4 miles northwest of Interstate 15 (I-15), 1.15 miles southwest of State Route 58, and approximately 6 miles west of I-40 (Figure 1, Project Location). The project site consists of four vacant and undeveloped parcels (Figure 2, Project Area). The project site is bordered to the south by the existing High Desert Estates subdivision, to the east and west by undeveloped land, and to the north by residences, as shown on Figure 2. The Burlington Northern Santa Fe (BNSF) owned railway line is located south of the project site and runs east-west, relatively parallel to I-15.

The project site is zoned as RL and is also designated RL in the Countywide Plan/Policy Plan. Given the project site's current zoning and land use designation of RL, the project would require a Zoning Amendment and Countywide Plan/Policy Plan Amendment as part of the approval process. The project site would be rezoned from RL to Community Industrial (IC) and redesignated from RL to Limited Industrial (LI) in the Countywide Plan/Policy Plan (Figure 3, Existing and Proposed Zoning). The County's Development Code Section 82.06.040 states that both "truck stop" and "wholesale and distribution" facilities are allowed on IC-zoned land with the facilitation of a CUP. In addition, that section states that a "service station" is a permitted use in IC-zoned land. The project is consistent with the definitions of "truck stop", "service station", and "warehouse and distribution" provided in the County's Development Code.

### **PROJECT OVERVIEW AND DESIGN:**

The project is subject to CUP approval in the IC zone and would require a Countywide Plan/Policy Plan Amendment and Zoning Amendment as described below:

- **Countywide Plan/Policy Plan Amendment:** The project includes a Countywide Plan/Policy Plan Amendment to change the Policy Plan land use

designation from RL to LI in order to be in compliance with the Countywide Plan/Policy Plan adopted October 27, 2020.

- **Zoning Amendment:** The project includes a Zoning Amendment to change the zoning designation from RL to IC in order to be in compliance with the Countywide Plan/Policy Plan adopted October 27, 2020.
- **CUP:** The project requires a CUP(s), which would cover the approximately 100-acre project site and include the construction and operation of an electric vehicle charging station and logistics facility, as described below:

### **EV Charging Station, Commercial Use and Truck Services**

The proposed EV Charging station would provide EV charging for light duty/passenger vehicles and medium and heavy-duty trucks.

The site is designed to have a range of EV chargers to serve different charging needs (e.g., automobiles vs medium and heavy-duty trucks; slower chargers for overnight truck charging vs fast charging for trucks, etc.). The number and mix of chargers would be dependent on market demand and the available electrical power. The Draft EIR will identify and evaluate the number of chargers to be installed at project development. Per Assembly Bill 970 (enacted 2021), each parking space may be equipped with a charger, approval of which is considered a ministerial act.

The project would include a commercial building of up to 15,000 square feet that would contain ancillary uses (e.g., food, convenience services, restaurant drive-thru, amenities for site users, etc.) for people charging vehicles and trucks, as well as for local residents and nearby logistics uses. A two-lane truck wash, truck maintenance facility with up to four bays, and two-lane truck scales would also be included.

### **Logistics Facility**

The proposed logistics facility would consist of three buildings, each comprising approximately 447,144 square feet, with a total square footage of 1,341,432 (Figure 4).

#### *Conceptual Logistics Site Plan*

The proposed logistics buildings are rectangular shaped with elongated walls parallel to the internal area of the site and the property's north property line. Access to the project site would be provided as shown on the site plan. Driveways would allow access to both passenger cars and trucks; enclosed truck courts with loading docks and trailer parking spaces would be provided. Automobile parking spaces are distributed near the buildings. The number of parking spaces (automobiles and trailers) are identified as approximate ( $\pm$ ) to acknowledge the possibility of striping revisions in the future to accommodate the needs of future building occupants.

#### *Conceptual Logistics Architecture Plan*

The proposed logistics buildings are designed to reach a typical industry height above the finished floor elevation; however, the buildings would have a varied roofline with a maximum allowable building height of up to 50 feet (plus parapet as allowed by County Code) and would comply with occupancy standards of the Uniform Building Code and Chapter 82.06.060 of the County's Development Code. Buildings would be constructed

of painted concrete tilt-up panels and low-reflective glass. Decorative building elements include panel reveals, parapets, mullions, and canopies at office entries.

### **Conceptual Landscape Plan**

The project's conceptual landscape plan will include landscaping that would be 'local' and ornamental in nature and would feature drought-tolerant trees, shrubs, and groundcovers. Trees planted at regular intervals and drought tolerant plants and groundcovers are proposed along the project site's frontage along Lenwood Road.

Landscaping would be provided at driveways, building entries, in and around automobile parking areas, and in the landscape buffers adjacent to the southern and northern property boundaries. Lighting would be provided throughout the site for visibility and safety and would meet the requirements established in the County's Development Code Chapter 83.07.060.

Prior to issuance of a building permit, the project applicant would be required to submit final planting and irrigation plans to the County for review and approval. The plans are required to comply with the "Landscaping Standards" provided in Chapter 83.10 of the County's Development Code, which establishes requirements for landscape design, automatic irrigation system design, and water-use efficiency.

### **Public Road Improvements**

Lenwood Road is currently a two-lane north-south oriented roadway that is classified as a 104-foot wide Major Highway in the County's Circulation Master Plan. The project would improve the east side of Lenwood Road to its ultimate half-width along the project site's frontage including the construction of sidewalk, curb and gutter. This half section would contain two northbound travel lanes and ½ of a 12-foot center lane. In addition, the project would add 6 feet of paving to the west half of Lenwood Road to accommodate the balance of the center striped median lane and would repave the existing southbound travel lane, to the extent such paving and re-paving have not already been completed by others. These proposed improvements may be modified upon further review of the County Public Works and Land Use Services Departments and, if so, such modified improvements will be evaluated in the Draft EIR. In addition, the amount of traffic light-controlled T-intersections and pocket or deceleration lanes needed along Lenwood Road are pending review by the Department of Public Works and once reviewed, will be evaluated in the Draft EIR. The right-of-way dedication for and construction of the ultimate width of the west side of Lenwood Road will be determined by future agreement between the City of Barstow and the County.

Vacation (or abandonment/removal) of the existing 40-foot-wide interior roadway right-of-way located centrally within the project site will be necessary. The site plan (see Figure 4) provides a new 60-foot-wide roadway dedication that would serve to provide future roadway accessibility to properties to the east of the site. Additional right-of-way along Lenwood Road street frontage would be required in accordance with County roadway standard street width requirements.

### **Water and Sewer Infrastructure Improvements**

Water service would be provided to the project by GSWC. The project would construct new connections to the existing 12-inch-diameter water main beneath Lenwood Road –

connections for fire service, connections for new domestic service, and connections for irrigation service. All proposed water facilities would be designed and constructed in accordance with GSWC standards. The City of Barstow would provide sewer service to the project. The project would construct new connections to the existing 8-inch-diameter sewer main located beneath Lenwood Road. The proposed wastewater connection is required to be designed and constructed in accordance with City of Barstow standards.

### **Stormwater Drainage Infrastructure Improvements**

The project's on-site stormwater drainage system would consist of catch basins, underground storm drainpipes, an underground infiltration chambers, and bio-swales/basins. The system is designed to collect, treat, and/or temporarily detain on-site stormwater runoff before discharging treated flows off-site. Specifically, "first flush" flows (i.e., typically the first surface runoff after a rainstorm, which contains the highest proportion of waterborne pollution) would be diverted into the underground infiltration chambers and the bio-swales/basins. The stormwater captured in the underground infiltration chambers would percolate through the soil thereby minimizing the volume of stormwater discharged off-site, while stormwater captured in the bio-swales would be discharged from the site gradually. Stormwater runoff captured after the first flush would be discharged off-site via proposed parkway drains that connect to the proposed storm drain system in Lenwood Road.

### **Dry Utilities**

The project would result in the extension of underground utilities (e.g. electrical, telecommunications, fiber optic, etc.) along the project site's frontage with Lenwood Road. The undergrounding of utilities would be performed in coordination with SCE.

Based on the most recent information from SCE, initial electrical service to serve the project would be from the existing 33 kV circuit that runs along the west side of Lenwood Road.

### **Construction Characteristics**

The project would be constructed in phases and construction is anticipated to last approximately 24-36 months.

As is typical for similar projects, construction equipment would generally operate approximately eight hours per day, six days per week in accordance with Section 83.01.080(g) of the County's Development Code. Permitted hours of construction are between 7:00 a.m. to 7:00 p.m. on Mondays through Saturdays (except federal holidays) Should construction activities need to occur at night (such as concrete pouring activities that require air temperatures to be lower than occur during the day), the project applicant would be required to obtain authorization for nighttime work from the County.

### **Entitlements**

The requested entitlements for this project are as follows:

- Countywide Plan/Policy Plan Amendment from Rural Living (RL) to Limited Industrial (LI)
- Zoning Amendment from Rural Living (RL) to Community Industrial (IC)
- Conditional Use Permit(s)

- Tentative Parcel Map Waiver (or Tentative Parcel Map if Tentative Parcel Map Waiver is not granted)
- Request for Waiver of Dedication
- Right-of-Way Vacation and Abandonment and Roadway Dedication

## **EIR SCOPE**

As set forth in the California Public Resources Code Section et seq., and the CEQA Guidelines, codified in the California Code of Regulations, Title 14, Section 15000 et seq, the County has determined, based on substantial evidence and in light of the whole record before the lead agency, that the project may have a significant effect on the environment and that an EIR shall be prepared for the project (PRC Sections 21080(d) and (e); 21802.2(d); 21083(b); and CEQA Guidelines Sections 15060(d) and 15081).

The lead agency has initially identified the following environmental considerations as potentially significant effects of the project:

- |                        |                                |
|------------------------|--------------------------------|
| • Aesthetics           | • Greenhouse Gas Emissions     |
| • Air Quality          | • Land Use and Planning        |
| • Biological Resources | • Noise                        |
| • Cultural Resources   | • Transportation               |
| • Energy               | • Tribal Cultural Resources    |
| • Geology and Soils    | • Utilities and Service System |

The EIR will assess the effects of the project on the environment, identify potentially significant impacts, identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts, and discuss potentially feasible alternatives to the project that may accomplish basic project objectives while lessening or eliminating any potentially significant project impacts.

The County conducted a preliminary review of the proposed project and has determined it is not likely to result in significant environmental effects to the following resources: Agricultural Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, and Wildfire. Therefore, these topics will be discussed in the Executive Summary chapter of the EIR to the extent required to confirm the County's preliminary determination. If, during preparation of the EIR, an environmental effect is determined to result for one of these resources, a full analysis will be conducted for that resource topic in accordance with CEQA requirements. As part of the Final EIR, the County will prepare the required Findings of Fact and, if any significant and unavoidable impacts are identified, a Statement of Overriding Considerations.

## **RESPONSIBLE AGENCIES:**

A responsible agency is a public agency other than the lead agency, which has permitting authority or approval power over some aspect of the overall project. A trustee agency is a state agency that has jurisdiction over natural resources and may or may

not be a responsible agency. This NOP provides a description of the project and solicits comments from responsible agencies, trustee agencies, federal, state and local agencies, and other interested parties on the scope and content of the EIR to be prepared to analyze the environmental impacts of the project.

Comments received in response to this NOP will be reviewed and considered by the lead agency in determining the scope of the EIR. Due to time limits, as defined by CEQA, your response should be sent at the earliest possible date, but no later than thirty (30) days after publication of this notice. We need to know the views of your agency as to the scope and content of the environmental information that is germane to you or to your agency's statutory responsibilities in connection with the project. Your agency may need to use the EIR prepared by our agency when considering your permit or other approval for the project.

**OPPORTUNITY FOR PUBLIC REVIEW AND COMMENT:**

The NOP is available for public review on the County's website at: <https://lus.sbcounty.gov/planning-home/environmental/desert-region/>

Additionally, a copy of the NOP is available for public review at the following locations:

San Bernardino County Library – Barstow Branch  
304 East Buena Vista Street  
Barstow, CA 92311

San Bernardino County Government Center  
385 North Arrowhead Avenue, First Floor  
San Bernardino, CA 92415

Hinkley Community and Senior Center  
35997 Mountain View Road  
Hinkley, CA 92347

We would like to hear what you think. Comments and/or questions should be directed to Jon Braginton, Planner, via U.S. mail or email **by no later than 5:00 p.m. on Friday, June 14, 2024.**

County of San Bernardino, Land Use Services Department  
Attn: Jon Braginton, Planner  
385 North Arrowhead Avenue, First Floor San Bernardino, CA 92415  
Email: [Jon.Braginton@lus.sbcounty.gov](mailto:Jon.Braginton@lus.sbcounty.gov)  
Phone: 909.387.4110

Please include your name, phone number, and address in your response and, if commenting on behalf of an agency, your agency's contact person.

**PUBLIC SCOPING MEETING:**

The CEQA process encourages comments and questions from the public throughout the planning process. Consistent with Section 21083.9 of the Public Resources Code, an

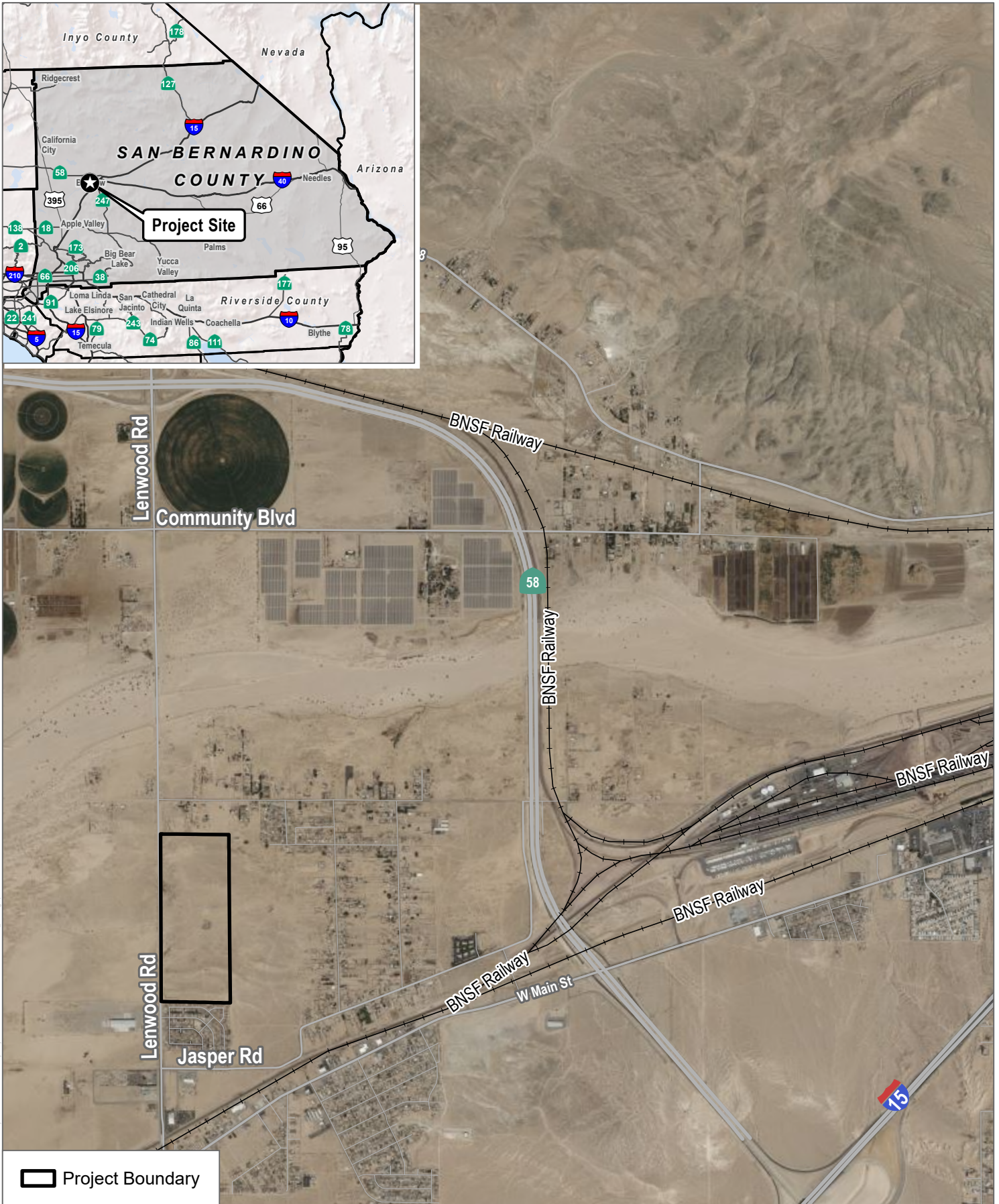
in-person Public Scoping Meeting will be held to solicit public comments on the scope and content of the EIR. The date and meeting details are as follows:

**Date and Time: Thursday, May 30, 2024 from 6:00 to 8:00 P.M.**

**Place: Dana Park Community Center, 850 Barstow Road, Barstow, CA**

If you require additional information, please contact Jon Braginton, Planner, at 909.387.4110 or [Jon.Braginton@lus.sbcounty.gov](mailto:Jon.Braginton@lus.sbcounty.gov).

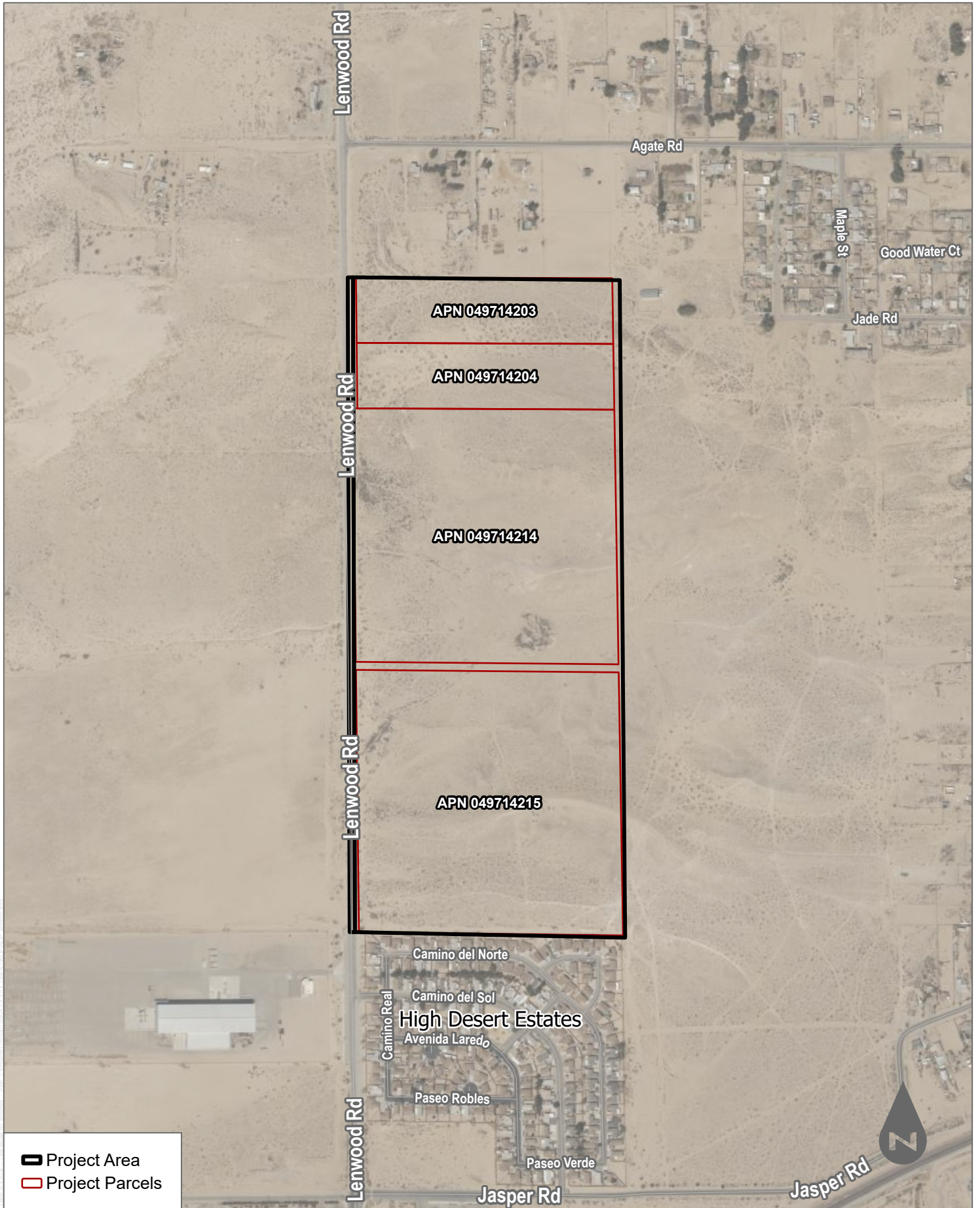




SOURCE: Bing Maps Aerial (accessed 2023); Open Street Maps 2019; USDOT

**Figure 1**  
Project Location

EV Charging Station and Logistics Facility



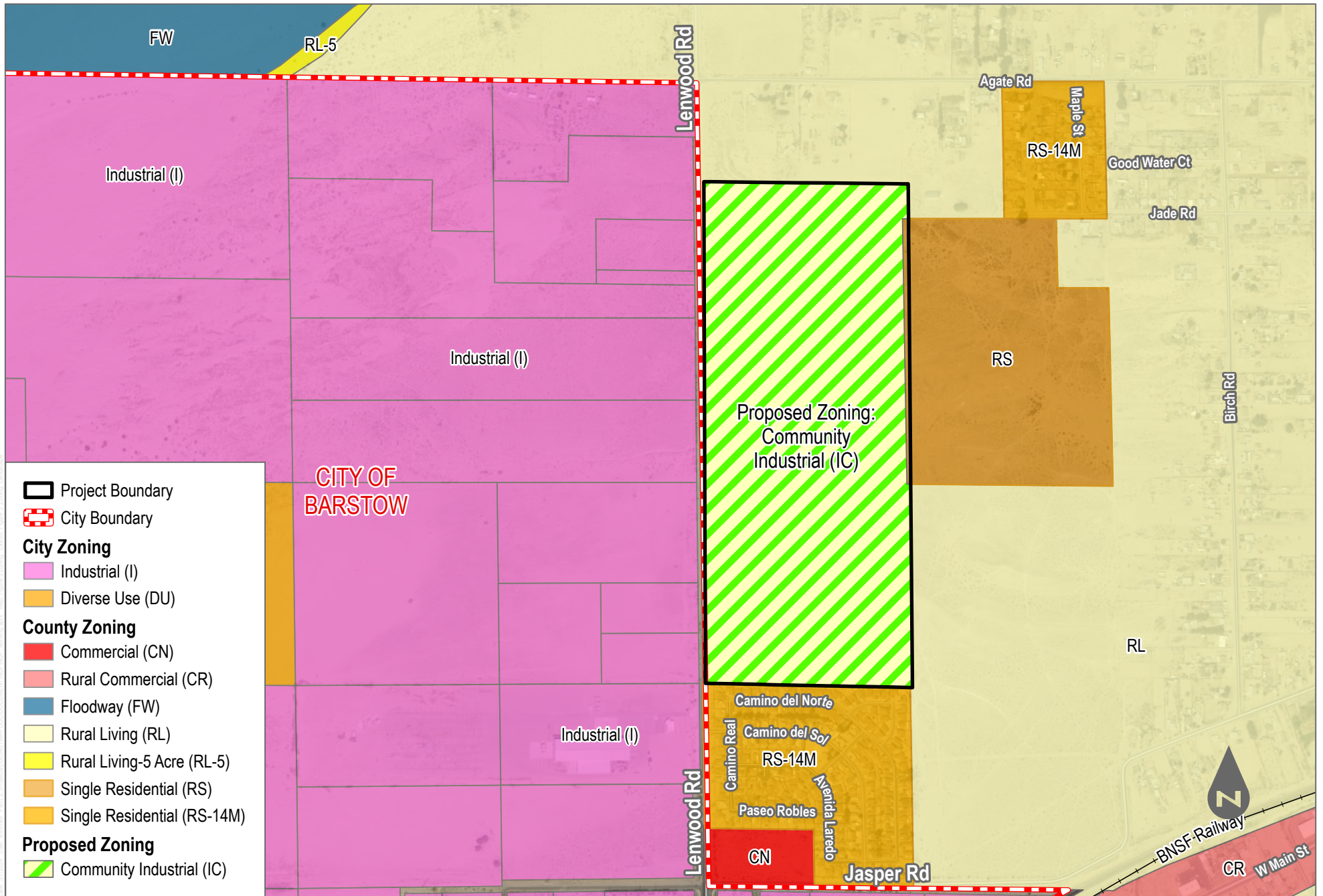
SOURCE: Bing Map Aerial (accessed 2023); Open Street Maps 2019; San Bernardino County 2023

Figure 2

Project Area

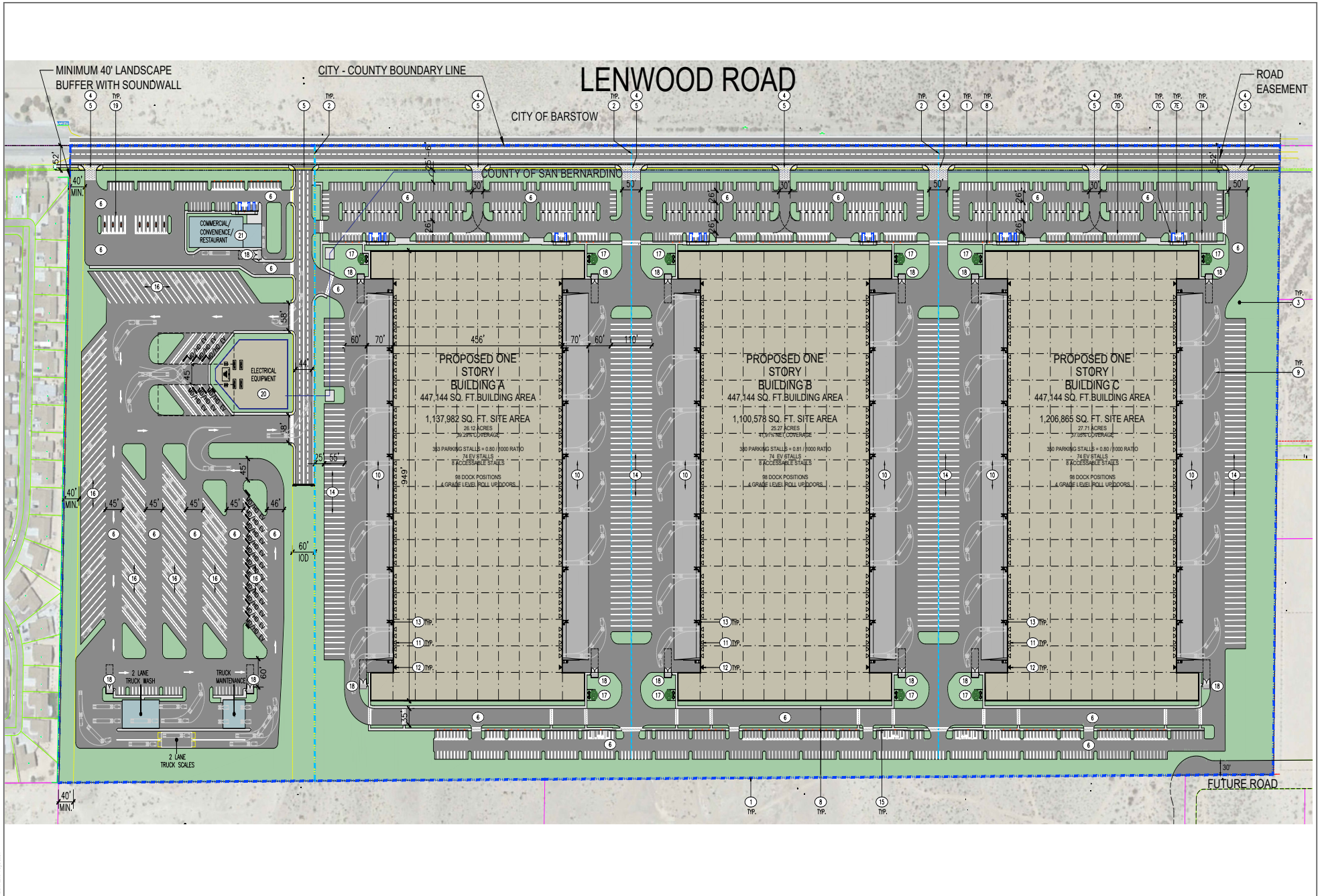
EV Charging Station and Logistics Facility Project





SOURCE: San Bernardino County, Bing Maps 2024

**FIGURE 3**  
Existing and Proposed Zoning  
EV Charging Station and Logistics Facility



SOURCE: RMV Architecture 2024

**DUDEK**



**FIGURE 4**

**Electric Vehicle Charging and Logistics Facility - Site Plan**

Electric Vehicle Charging Station and Logistics Facility Project